

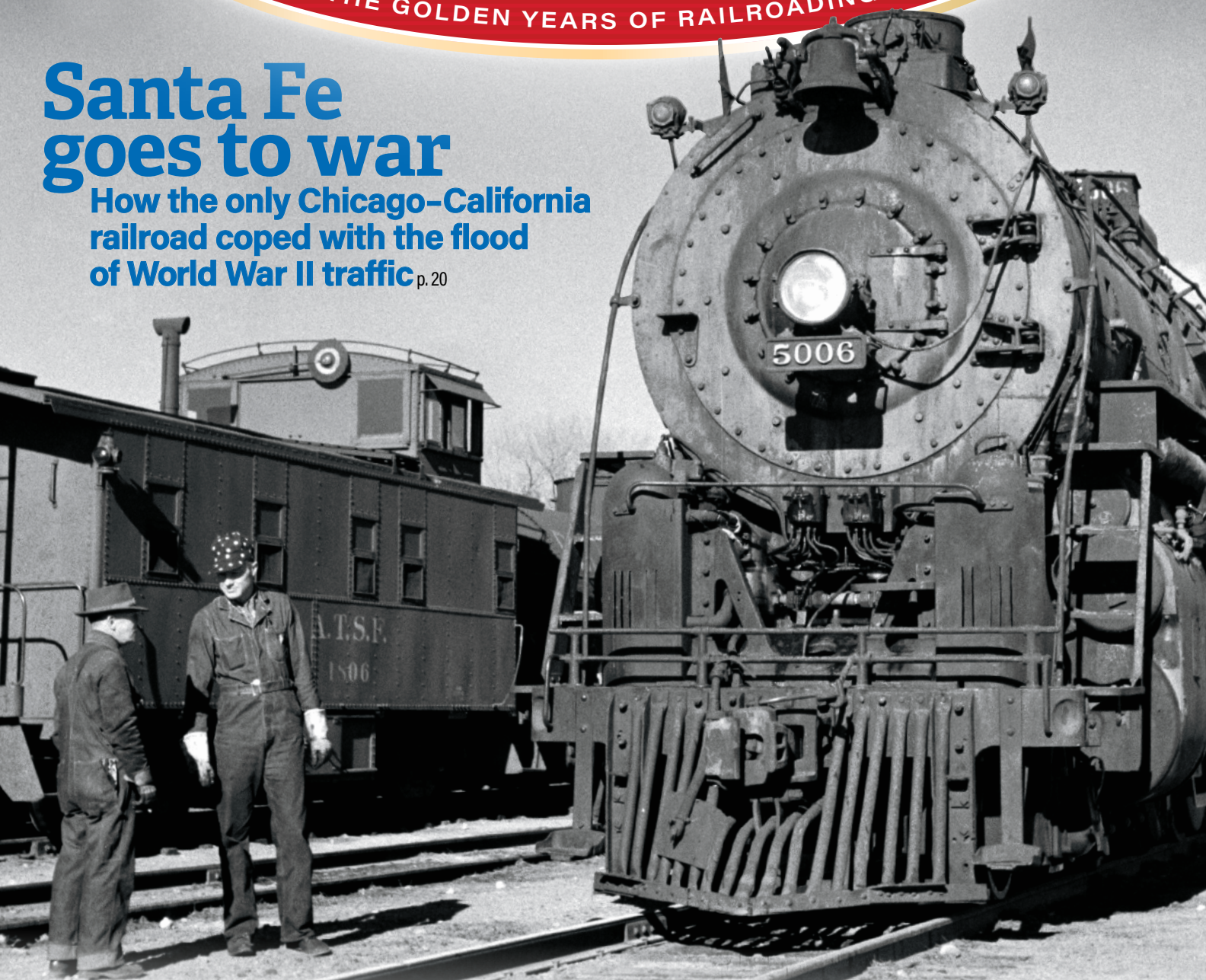
Classic Trains

WINTER 2017

THE GOLDEN YEARS OF RAILROADING

Santa Fe goes to war

How the only Chicago-California railroad coped with the flood of World War II traffic p.20



plus

Emergency surgery on an Alco PA p.32

By train to the Chicago Railroad Fair p.46

Glimpses of M&StL, Katy, WM, and LV p.68

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On our cover

Santa Fe crewmen confer in front of 2-10-4 5006 at Vaughn, N.Mex., in March 1943. Jack Delano, Library of Congress collection



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Thanks, Dad

In this issue we have stories about adults who, though they may have had no particular interest in railroads themselves, helped the train-crazy youngsters in their families delve deeper into their passion.

Richard Anderson [page 46] recalls the week in 1948 when he, a 14-year-old Iowa boy, stayed with his aunt and uncle in Chicago while he went to the Chicago Railroad Fair. In his "Mileposts" column [page 12], Kevin Keefe remembers the day his dad took him to GM's 1955 Powerama show, and how the Aerotrain there made an impression that lasts to this day. In the second installment of his "The Best of Everything" series [page 54], Chris Burger touches on the roles his father and grandfather played in exposing him to railroading. And in an eloquent, heartfelt tribute [page 40], Jim Shaughnessy tells of the myriad ways his "Old Man" helped him answer the call of trains.

It's the same with me. For as long as I can remember, I've been enthralled by almost everything related to trains. I'm sure my parents sometimes didn't know what to make of my obsession, but they recognized that it brought me joy and fulfillment, and in a thousand big and small ways they helped me pursue my interest. Like Jim Shaughnessy's father, my dad isn't really a railfan. Nevertheless, also like Jim's dad, he appreciated that railroads were on some level compelling. And when it became clear that I was all-in for trains, he took me to see and ride them, he read railroad books to me, and he always included a stop at the Pennsylvania Railroad station near his parents' house in Haverford, Pa., when we visited them.

Not all young railfans are blessed with such supportive parents. I'm so glad I was.

Robert S. McGonigal
EDITOR



In a photo my dad took in 1966 or '67, my sister Ruth and I watch a GG1 head west through PRR's Haverford station, 9 miles west of Philadelphia.
Paul J. McGonigal



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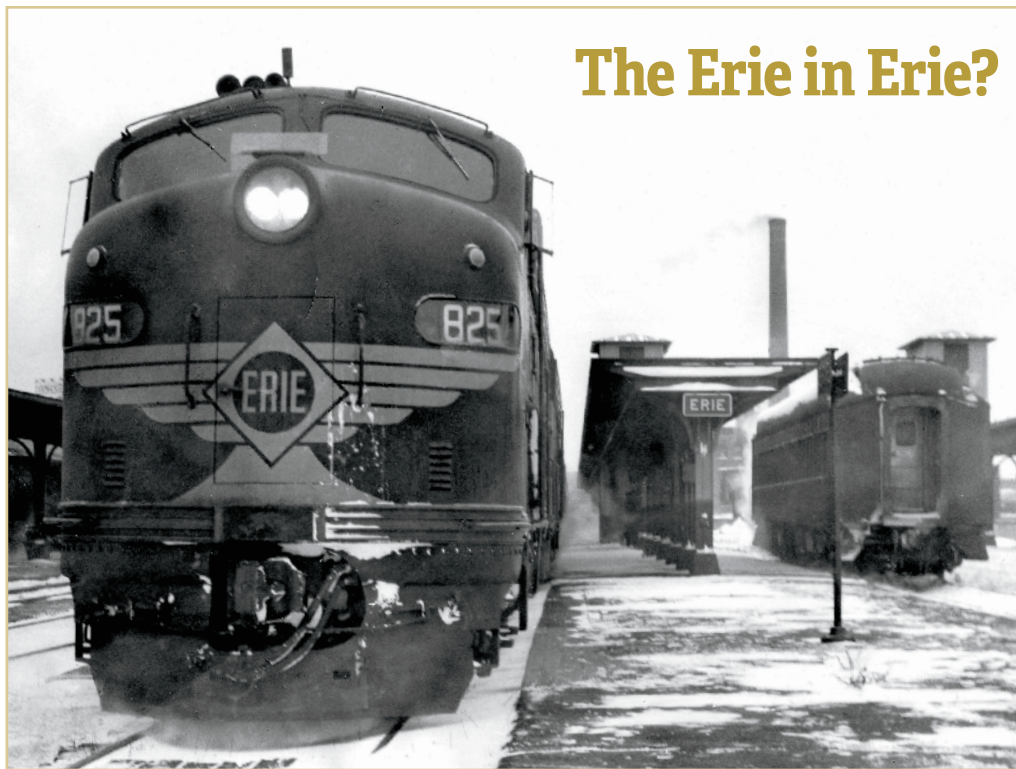
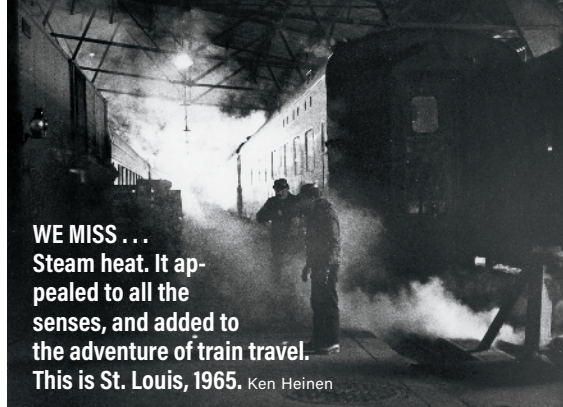
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A potpourri of railroad history, then and now

HeadEnd

WE MISS...
Steam heat. It appealed to all the senses, and added to the adventure of train travel. This is St. Louis, 1965. Ken Heinen



The Erie in Erie?

The New York, Lake Erie & Western Railroad's name more or less described the path of the road's Jersey City-Buffalo-Chicago main line. The company's post-1895 name — Erie Railroad — was a model of brevity, but it created some ambiguity. Although Milwaukee, Wis.; Santa Fe, N.Mex.; and Burlington, Iowa, were on the maps of railroads bearing those cities' names, Erie, Pa., was not. The closest the Erie got to Erie was Meadville, Pa., 40 miles away. So why is Erie E8 825 at the NYC-PRR station in Erie? Floods near Meadville on January 23-25, 1959, obliged trains to detour over PRR and NYC, as Erie 7, the *Pacific Express*, is doing here. Jim Schoenbein

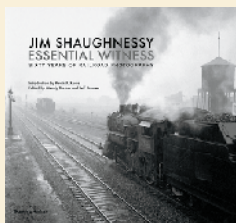
Old Reliable 0-8-0 finds a new Kentucky home

Restored Louisville & Nashville 2132 was dedicated at Corbin, Ky., September 21, 2017. The 1923-built 0-8-0 was sold by the L&N to a Florida power company in 1951, and later disassembled and moved to Bainbridge, Ga., as a display in a city park. Corbin officials, with the help of the L&N Railroad Historical Society, convinced the Bainbridge city council to donate the engine and L&N caboose 1056 to Corbin, for repatriation to Kentucky. The 2132 is one of only three surviving L&N steam locomotives, and the last of 400 constructed by L&N's South Louisville Shops. Ron Flanary



WHAT DO the letters E, G, H, J, K, P, and Q have in common? See page 7 for the answer!

Reviews



Jim Shaughnessy Essential Witness: Sixty Years of Railroad Photography

Introduction by Kevin P. Keefe, edited by Wendy Burton and Jeff Brouws. Thames & Hudson, New York, (212) 354-3763, thamesandhudsonusa.com. 200 pages. \$60.

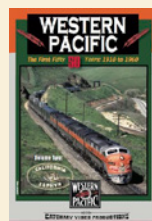
Nine years ago, Jim Shaughnessy's masterful black-and-white photography was on beautiful display in *The Call of Trains*. This new album, nearly identical in format, presents another 150 or so of Jim's pictures, demonstrating what followers of "The Shaughnessy Files" in this magazine have long known: Jim's body of high-quality work, particularly from the 1950s, '60s, and '70s, seems nearly inexhaustible. One of the hallmarks of his output is its variety, and that's on full display here, from the Rio Grande narrow gauge to night trains on the Central Vermont to a CP operator at his desk. — R.S.M.



Pennsylvania Railroad: Shamokin Branch

By Dan Marnell and Blake Marnell. prshamokinbranch.com. 816 pages. \$99.95.

Truly a labor of love, this impressive book covers the Pennsylvania's 27-mile line between Sunbury, Pa., on the Susquehanna River and the anthracite-country town of Mount Carmel. Coal and iron-ore traffic predominated, and the line gained fame in the late 1950s as one of the last stands of PRR steam. That era is well represented in this profusely illustrated work, but author Dan Marnell, a native of the area, covers far more, delving into industrial, commercial, and social factors during the 190 years up to the present. Maps of all kinds abound in this meticulously researched study, and a CD with additional maps is included with each copy. — R.S.M.



Western Pacific: The First 50 Years, 1910 to 1960. Vol. Two: California Zephyr

Catenary Video Productions, El Granada, Calif. www.catenaryvideo.com. DVD, 72 minutes. \$29.95.

This follow-on to the producer's 1910-1960 history of the WP as a whole focuses on the Chicago-Oakland domeliner launched in 1949. Operated jointly with CB&Q and Rio Grande, the CZ was WP's brightest star. Informative narration and dazzling color film footage are complemented by maps of the CZ's route and retired employees sharing their memories of the train. The final 15 minutes or so are devoted to short lines, interurbans, and other roads with WP connections. This program was originally released, on VHS, in 1992 by Don Olsen. This new DVD version is set in a wide-screen format with stereo sound and additional material. — R.S.M.

GREAT TRAINS FREIGHT

The latest CLASSIC TRAINS special edition focuses on freight. Subjects in GREAT TRAINS FREIGHT include a 1941 Milwaukee Road mainline local, Cotton Belt's *Blue Streak*, 1950s Santa Fe and Illinois Central perishables trains, Southern's "Rathole" line in the mid-1970s, a new C&O hump yard, and more.

GUIDE TO NORTH AMERICAN DIESEL LOCOMOTIVES

Part history book, part spotter's guide, and part roster compilation, this 303-page book spans from the earliest diesels up to the present. A modern BNSF unit is on the cover, but the bulk of the content relates to the 1930s-70s first- and second-generation era.

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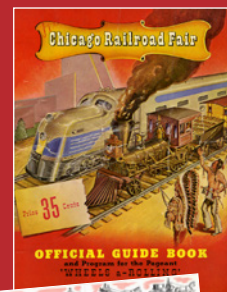
WESTERN MARYLAND SCENIC has repainted GP30 501 (seen at Frostburg, Md.) into the old Western Maryland's bright 1960s-70s "circus" scheme. WM never had a GP30, but now we see what one would have looked like. WMS's other GP30 remains in WM black. Keith Burkey

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Chicago Railroad Fair

Tour the fair through the pages of the 1948 guide book.



Centennial trains

See the schedules of the 1963 *West Virginia Centennial Special* and the 1964 *Montana Centennial Train*.

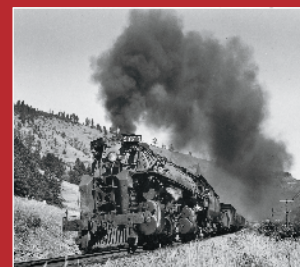
Mileposts

Read the weekly blog by our columnist Kevin Keefe, who reflects on the places he's been, the people he's met, and how railroading's history impacts the industry today.



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Dual-gauge passenger train

Standard-gauge Rio Grande 2-8-0 1146 has three narrow-gauge cars in tow on the 27 miles of dual-gauge track between Alamosa and Antonito, Colo., on February 16, 1949. Heavy snow in the mountains forced the annulment of the *San Juan* west of Antonito, and caused a shortage of slim-gauge engines to the east. So, the 1146 got the call to power the Alamosa-Antonito stub train, which ran as an extra. Robert W. Richardson



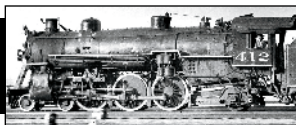
CP's birthday present to Canada

This past summer, the two handsomest trains on the continent were in Canada. VIA's year-round, stainless-steel Toronto-Vancouver *Canadian*, on mostly CN, was joined by Canadian Pacific's *CP Canada 150 Train*, which visited 13 cities during July 28-August 20 to mark the anniversary of the nation's confederation. Here the CP train — an A-B-A-A consist of F units pulling 17 mostly heavy-weight cars — climbs away from Calgary en route to Edmonton, Alberta, on July 31. Jerry Clement

OBITUARY

John J. Harmon, 80, a longtime Lawrenceville, N.J., resident, died September 26 after a brief illness. A Lehigh graduate, he was a computer programmer and systems analyst. In retirement, was a "professional volunteer" locally. He loved steam, rode "rare mileage" worldwide, and wrote "Bel-Del Doodlebug" in Fall 2014 CT.

ANSWER from page 5. All are class designations used by railroads for the 4-6-2 Pacific type.



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A “cool” President Clinton

Besides thoroughly enjoying Ralph Hallock’s “The Way It Was” tale involving private car *Queen of Scots* [page 80], his fish story dredged up a beautiful memory. I rode President Bill Clinton’s *Twenty-first Century Express* campaign train from Huntington, W.Va., to Michigan City, Ind., in August 1996, and the same car, back to its MKT 403 identity, was the next-to-last car on the train. As we proceeded toward Ashland, Ky., Clinton emerged from the rear car to go forward for a press conference.

Country singer Billy Ray Cyrus, who was scheduled to sing the National Anthem at Ashland, was standing on 403’s rear platform and saw Clinton try to jiggle the car’s platform gate open several times. Clinton was unsuccessful and so started to climb over it. Secret Service agents were horrified, grabbing a presidential arm, leg, or shoulder to keep him from falling between the cars. Cyrus said that as the agents wrestled Clinton over the gate, the president looked at Cyrus, smiled, and winked. “He’s cool,” he told me later. “He knew he was freaking those guys out.” — *Bob Withers, Huntington, W.Va.*

Ranke’s great portfolio

Good work on the cover story, “Chicago in the 1930s” [page 20], featuring Mike Raia’s selection of William Ranke photographs. Your designers did a good job of mining this precious archive, presenting the photos in an eye-catching layout, and running just enough text to make it interesting without costing space for more images.

Al Miller, Suttons Bay, Mich.

This is a great portfolio. In the photo at the top of pages 32-33, the Hudson facing us is not New York Central 5222 but Michigan Central 8222. This is the first photo confirmation I’ve seen that MC started sending its locomotives to Englewood for servicing before their 1936 renumbering into parent NYC’s 5000s.

Jerry A. Pinkepank, Seattle, Wash.

The poise and grace of William Ranke’s photos is unparalleled. It was certainly an exciting period for railroading with many first runs, streamlining, diesels, and the ultimate in steam locomotive development. My favorites of his include Pennsy K4 5353 in the cold; the cover photo of UP Streamliners at C&NW’s Chicago Passenger Terminal; UP’s M-10002; and the C&NW E3 with the two railroaders in white. To me, CLASSIC TRAINS has exceeded itself after your previous issue’s feature on the Rexall Train.

*Manikandan Venkataramanan,
Chennai, Tamil Nadu, India*

SCL and its GE “boats”

I enjoyed Larry Goolsby’s “The South’s New Railroad of 1967” [page 46] on the formation of Seaboard Coast Line, as I, too, “grew up” with SCL. I went off to col-

lege in 1965 at Greenville, N.C., on an ACL branch, but the big show was 40 miles away in Rocky Mount, where ACL/SCL had a big yard and shop on the busy main line.

The little sidebar box on page 53 on SCL’s GE units needs some correcting. Although Auto-Train Corp. did order 17 U36Bs, the last 4 were diverted to Conrail before going to A-T, and there were 163 total U18Bs, not 115: 105 for SCL, 10 for Maine Central, 2 for Texas Utilities, 1 for Providence & Worcester, and 45 for National of Mexico.

Bob Graham, Reidsville, N.C.

¶ We also misidentified SCL 1848 as a U18B in the MATE set photo on page 52; the MATEs carried fuel for the mother units, which were U36Bs. — *R.S.M.*

Up the wrong river

Regarding the lower photo on page 86 in “Car Stop” on the city of New Haven’s system, I am pretty sure open car 59 is posing on a trestle over the Farm River, not the East Haven River.

Scott A. Hartley, Bound Brook, Conn.

Train-riding at age 10

I enjoyed all the articles in Fall CT, but Gregg Condon’s “My Very Own Mixed Train” [page 58] stood out. The author really captured the mood of impending change. His well-crafted descriptions made his experiences come alive for me.

Mark Olesnicki, O’Fallon, Mo.

While author Condon predates me by a generation, his piece made for fascinating reading. I very much can relate to his being a 10-year-old in a small town who was allowed to live out a dream by regularly riding a train largely unsupervised.

Pacific Coast rare bird

It was good to see an R. David Read byline again, on “Train Time in Los Angeles, 1960” [page 34]. Unlike old soldiers “who never die, just fade away,” CLASSIC TRAINS contributors do die but keep on providing us with wonderful material like this. I was glad to count David as a friend. He was a great story-teller, and was especially proud of his telegraphic skills. The Santa Fe RS1, 2394, pictured on page 37, was indeed a rare bird in southern California. I never saw it at LAUPT but did so at times in San Diego (right). Santa Fe’s other five RS1s indeed worked in Chicago.

Alden Armstrong, Grand Junction, Colo.



My experience involved a steam-powered Indiana museum in the 1980s, riding an hour and a half each way and enjoying the open-air cars and having the freedom to soak in the experience week after week. Condon brought me back to my childhood and the workings of a 10-year-old's mind. His experience could be that of me, or anyone who grew up prior to the turn of the 21st century, but would be extremely rare today.

Paul Hillman, West Chester, Ohio

Difference of decades

I especially enjoyed J. David Ingles' "3 Years at a 3-Railroad Prairie Crossing" [page 66] on Jacksonville, Ill., as back in 2011-2012, I worked as an extra-board conductor for Kansas City Southern, which today runs the old GM&O "Jack Line" into "Jville" from the south. Occasionally I'd be called to work the Roodhouse Local, which ran to Jacksonville on Mondays and Fridays from Roodhouse to switch what had become the Pactiv plant, "Mobil Chemical" in Ingles' time there. Usually we'd bring in from 4 to 10 cars of plastic pellets to help make trash bags, and return with empties for the St. Louis-Kansas City manifest freights to handle. It was interesting to compare 1960s traffic levels with today, as the KCS line, although it connects to the BNSF in town, is FRA "excepted track" with a 10-mph speed limit.

Thomas Riley, Saint Peters, Mo.

In the lead photo on page 72 of the "All Present, Honk Your Hours" sidebar, the man climbing onto SD7 310 sure looks to me to be Conductor Donald "Earl" Brown (1935-2011), who hired on with CB&Q in 1955 and retired from BNSF in 1997.

John Bybee, Vermont, Ill.

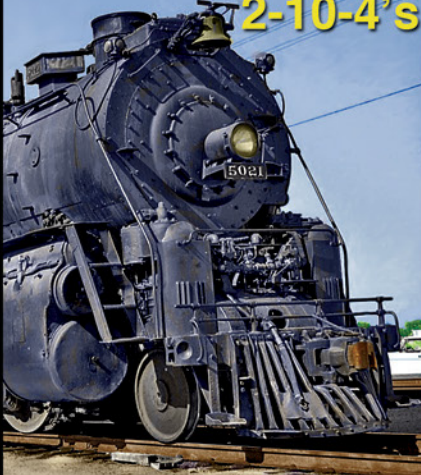
Maine Central matters

What a thrill it was to see the "True Color" spread [page 14] devoted to Maine Central's *Flying Yankee*. Allow some additional details not in the caption. E7 707 was among five that MEC, after going freight-only, sold to Kansas City Southern; it became KCS No. 5. The E7's Forest green livery was MEC President E. Spencer Miller's way of separating MEC management from the joint arrangement with Boston & Maine begun during the Depression to economize. Many MEC GP7s retained the postwar maroon and gold into the 1970s.

In Dave Ingles' Jacksonville, Ill., story [page 66], the lead car on the Wabash special train in the top photo on page 69

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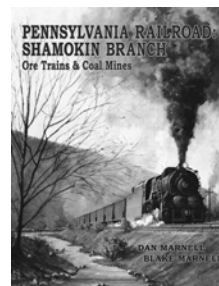
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PRR Shamokin Branch



Known for the 11sa-hauled ore trains of the 1950s, the Shamokin line was actually one of the Nation's first railroads. This profusely illustrated 816-page book covers its entire history from 1826 up to the present day. The intersecting Reading and Lehigh Valley railroads also are covered. A CD containing 50 Valuation maps comes with the book.

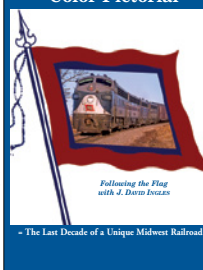
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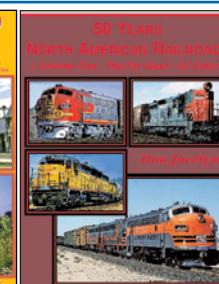
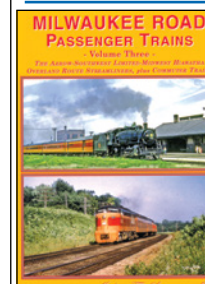
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was one of two baggage-coach combines which, with two café-lounges and eight coaches, comprised B&M's half of the 1947 order from Pullman-Standard for the "deluxe streamline" cars as the two on the rear of the *Flying Yankee*. B&M sold its 12 cars to Wabash in 1957; Maine Central's went to Missouri Pacific. Ingles' story was interesting — who knew interlockings could be so enjoyable?

Geoff Doughty, Lyman, Maine

SP 1332 well remembered

David Lustig's "Maybe There's Something in Saugus" [page 82 in "The Way It Was"] hit home, as when I hired out as a fireman on Southern Pacific in June 1955, my first paid trip was on "his" S2, 1332, on an afternoon yard job in Bakersfield. Later, that Alco was assigned to Fresno, where I lived, and I worked many shifts on her. While David's 1964 photo appears to show 1332 in SP's gray and red, I only remember her in the early black with orange tiger stripes. Likely she was repainted during 1961–63 when I was in the Army. After my service, I moved to Los Angeles, where I never saw an SP Alco S2 or S4. I live near Orange Empire Railway Museum, which has an operable S4. To me, Alco switchers were the best for kicking cars in a flat yard like Fresno, and one of railroading's greatest sounds is listening to the turbocharger of an S2 or S4 "whistling" as it spools up or down.

George Thursby, Perris, Calif.

The generous Soo Line

Steve Glischinski's "Fallen Flags Remembered" entry on the Soo Line, "Little Jewel of a Railroad" [page 16], brings back memories. I grew up in Oak Park, Ill., in the 1960s and early '70s, and though I did most of my train-watching on Chicago & North Western's east-west main line, I occasionally would see Soo freights pulled by Geeps in the white and red. This was when Soo ran on Baltimore & Ohio Chicago Terminal rights from Forest Park all the way into Grand Central Station.

Gerry Michael, Ocean, N.J.

Thanks to Soo Line's generosity in donating retired steam locomotives to online communities [page 18], a Monon example is preserved. It's Soo 2-8-2 1024, formerly Monon 504, at the depot in Thief River Falls, Minn. Built in 1912 and sold to the Soo in the 1940s, it is the only surviving Monon steam locomotive.

Al Shumard, Winter Haven, Fla.

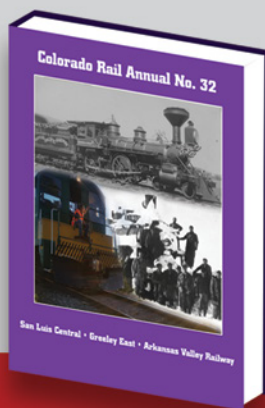
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RDCs unlimited?

I'm a faithful reader, and two stories were of special interest. J. W. Swanberg's "Something Borrowed, Something Blue" on Metro-North's Budd Rail Diesel Car No. 11 [page 83 in "The Way It Was"] brought back memories of working as conductor on those Budds between Croton-Harmon and Poughkeepsie.

My usual equipment was either a single or two RDCs, and they were an eclectic lot, to say the least. They were also pretty beat up by the time I worked them: worn out push-over seats, faded interiors, cloudy windows, and no working rest-rooms. One night, I was working a single Budd, Croton to Poughkeepsie, and the connecting "Bing-Banger" (an electric M.U. train from Grand Central Terminal) just kept pouring passengers onto my single car. It was standing room only on departure, and I had people riding the vestibule up front with the engineer. I was in the rear vestibule, and I couldn't get through the car to collect "transportation" (tickets), which I wrote up. Trainmaster Paul Hirsch's reply was that there was no "maximum" passenger seating capacity on a Budd car and I was to collect transportation even if only one ticket!

Stencil silliness

I grinned when I saw J. David Ingles' photo of the "Western & Norfolk" gondola in "Head End" [page 6]. I was working in Brewster, Ohio, at the Nickel Plate (former Wheeling & Lake Erie) yard in 1964 when Norfolk & Western took over. The guys in the car shop also painted about six gondolas as "NORFOLK WEST AND ERN." They did keep the "N&W" reporting-mark initials above the car number, though. There was a lot of this going on.

Joe Immler, Massillon, Ohio

Over the years there have been several such painting "errors," exemplified by this photo (above right) of a Denver & Rio Grande Western narrow-gauge caboose.



R. C. Gray, Jim Ehernberger collection

The photo was taken at Montrose, Colo., in 1950, and the stenciling was never changed, right up until the portion of the narrow-gauge network through Montrose was discontinued in 1953.

Jim Ehernberger, Cheyenne, Wyo.

I was also pleasantly surprised to read about Chris Burger [pages 3 and 76], whom I met when he was a Central Vermont official and would ride Amtrak's *Adirondack* from Plattsburgh or Rouses Point, N.Y. I was conductor, and he would be bound for Montreal, either on business or for pleasure. If the late Dick

Horstmann's business car, Lehigh Valley 353, kept at Syracuse, had been tacked onto our train at Albany, Mr. Burger would ride on it. He was interesting to meet and know, as he was in the NYC management trainee program in the 1960s and we had mutual friends.

Jim Kaufman, Schenectady, N.Y. ■

Got a comment? Write us at Fast Mail, Classic Trains, P.O. Box 1612, Waukesha, WI 53187-1612; email: fastmail@classictrainsmag.com. Letters may be edited for length and clarity.

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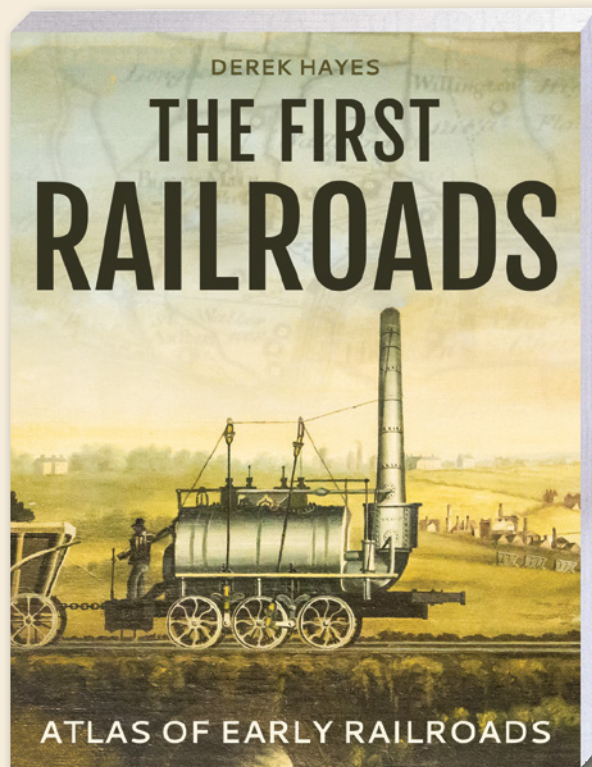
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The train from outer space

At General Motors' "1955 Powerama," I came face to face with the future

I must confess, I'm envious of contributor Richard Anderson and his experiences at the 1948 Chicago Railroad Fair, chronicled in this issue on pages 46–53. Like Woodstock in an entirely different arena, the railroad industry's two-year exhibition on Chicago's lakefront is one of those touchstone events whose influence extends way beyond its moment in time. Alas, even though I spent my early childhood in Chicago, I wasn't born until two years after the Fair closed in 1949, so it remains a "what if" experience.

And yet, I feel like I came close, and that's because the same lakefront site hosted trains (and a whole lot more) just a few years later during what General Motors called its 1955 Powerama. This was GM at high tide, when its most recent CEO, Charles "Engine Charlie" Wilson, would serve as President Dwight D. Eisenhower's Secretary of Defense and when GM thought nothing of touting its

hegemony by staging a 26-day exhibition of industrial technology.

Although I wasn't yet age 5, I attended the Powerama with my dad, who had sensed my growing interest in big machines. There were plenty on the lakefront south of Soldier Field that September. It was a Baby Boomer kid's dream: Army tanks and amphibious personnel carriers; bulldozers and earth movers; a Navy Regulus missile and a Northrup F89 Scorpion jet; the training submarine *Tau-tog* — all powered by GM or its subsidiaries Detroit Diesel or Allison. Everywhere you looked, things were moving, roaring, working.

But what really captured my fancy — and has stayed with me all these decades

— was our encounter with GM's new Aerotrain, the sleek, futuristic passenger trainset purported to be the next big thing on the American railroad. I have this clear image of my dad and me turning a corner at the north end of the exhibition grounds and coming face to face with something radical.

The economic and design rationale for the Aerotrain made enough sense: railroads were looking for a new kind of lightweight, low-cost train that could help stem passenger-service losses or even, heaven

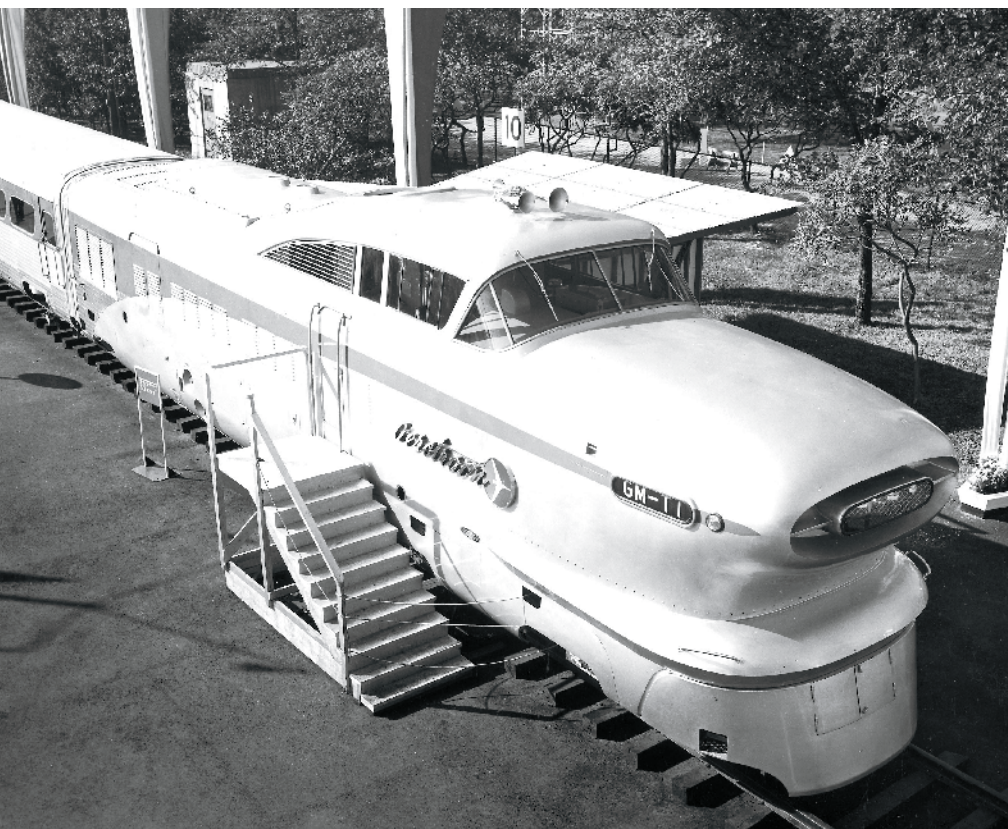
forbid, attract people back to the rails. On paper, the Aerotrain would seem to deliver, with its complement of 10 short, 40-seat coaches riding on two-wheel bogies cushioned by a new air suspension system. The whole contraption was tethered to a futuristic locomotive EMD called an LWT12, featuring a B-1 wheel arrangement delivering what turned out to be an inadequate 1,200 h.p. Basically it was an SW1200 switcher.

Unfortunately, Aerotrain looked more like a long string of buses rather than a passenger train. The bus connection was no accident. The GMC Truck & Coach Division engineered the cars, even putting baggage storage below deck, like a Greyhound. The slanted windows appeared to be taken right from the Scenicrui-ser of 1954 and prefigured the same window treatment for GM's "New Look" buses that swept the urban transit business beginning in 1959.

Aerotrain's styling is credited to Chuck Jordan, who in 1955 was an up-and-coming 28-year-old star in the GM design department. Eventually he would work his way up to vice president, design, creating a number of classic GM automobiles along the way, among them the 1960 Cadillac Coupe de Ville.

Jordan might have made a huge mark in the automobile business, but with Aerotrain he struck a very wrong chord. The best thing I could say for the locomotive is that it fit in perfectly with the

What really captured my fancy that day — and has stayed with me all these decades — was our encounter with GM's Aerotrain.



"The whole contraption," the Aerotrain, was powered by this futuristic-looking locomotive that GM called an LWT12, basically an SW1200 switcher in jet-age garb. General Motors



Aerotrain passengers "rode on air" thanks to an air suspension system that eliminated metal-to-metal contact. J. W. Swanberg collection

wacky Cold War sci-fi sensibilities of the era, when the public was enthralled by movies like *Forbidden Planet* and *The Day the Earth Stood Still*. Indeed, the very face of Aerotrain reminds me of alien Michael Rennie's robot pal Gort. I can imagine a railroad mechanic, protected by a blue flag, standing in front of that fishy nose and invoking, "Klaatu barada nikto."

There's no better evidence of Aerotrain's inherent weaknesses than the fact that every railroad that tried one ended up foisting it off on someone else. The

two trainsets did time on several roads: on the Pennsy, running between New York and Pittsburgh, and on New York Central out of Chicago to Detroit and Cleveland. Santa Fe used one in *San Diego* service, and Union Pacific ran one from Los Angeles to Las Vegas, perhaps its most appropriate destination. It's almost poetic justice that both trainsets finally wound up in Chicago-Joliet (Ill.) commuter service on that great lost cause, the Chicago, Rock Island & Pacific (which had its own lightweight train, a Talgo).

I wish I'd had the presence of mind to ride an Aerotrain in the '60s when they were still running on the Rock. Instead, I turned to friend Mike Schafer, longtime editor of *Passenger Train Journal*, who did just that and came away favorably impressed. I'll let him take it from there:

"We were expecting the same old equipment on which we arrived in Joliet earlier in the day: an Alco RS3 and a string of 'Al Capone' coaches — the usual for Rock Island suburban trains at the time. Instead, in rolls the Aerotrain. We were well aware of what Aerotrains were, but our jaws dropped. I guess we really weren't clear that they were routinely being used in suburban service during rush

hour. It was a mind-blowing event. Our train was packed, and I remember the ride being smooth and quiet, which seemed to me to dispel stories about the Aerotrain being rough and noisy."

Rough ride or not, the Aerotrain was an oddity. One of the many absurdities of railroad preservation is that of all the classic icons we've lost, the locomotives and some Aerotrain cars survive today, one group at the Museum of Transportation near St. Louis, the other at the National Railroad Museum in Green Bay. My advice to those museums is to quote what former *TRAINS* staffer Wally Abbey had to say about them: "Wherever the lightweights went, passengers generally likened them to Chevys forced upon customary buyers of Cadillacs." GM must have loved that line. ■

KEVIN P. KEEFE joined the *TRAINS* staff in 1987, became Editor in 1992, and retired in 2016 as *Kalmbach Publishing Co.*'s vice president, editorial. His weekly blog "Mileposts" is at *ClassicTrainsMag.com*.



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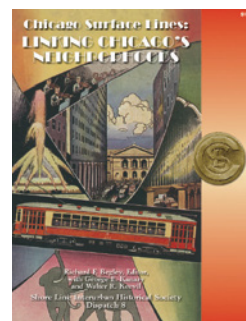
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George Kanary vividly relives the sights, sounds and aroma of the countless neighborhoods that the Halsted cars traversed from the north to the far southwest side including passing by Chicago's famous Stock Yards. George rode this line from end-to-end many times as a kid and as an adult for the thrill of a ride on a CSL streetcar soaking in the neighborhood scenes.

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Roll on, *Columbian*!

The Milwaukee Road's westbound *Columbian*, led by an EP-3 electric locomotive, curves through Montana's Sixteenmile Canyon, about a mile east of the famous Eagle Nest tunnel and trestle, on May 27, 1951. Launched in 1911, the train played second fiddle to the *Olympian* between Chicago and Tacoma, Wash., until it was discontinued in 1930. The *Columbian* returned in 1947 on a 61-hour schedule with the inauguration of the streamlined, 46½-hour *Olympian Hiawatha*, then vanished for good in 1955.

H. M. Stange, Krambles-Peterson Archive



From docks to mills

Born of coal-mining origins, Bessemer & Lake Erie became an iron-ore conveyor

BY ERIC HIRSIMAKI

Designed as a conveyor belt made of steel rails, the Bessemer & Lake Erie was put together in the late 19th century to bridge the 157 miles between its Lake Erie docks at Conneaut, Ohio, and Pittsburgh-area steel mills. For decades “the Bessemer” did its thing superbly. The large majority of tonnage was south-bound iron ore unloaded from lake boats at Conneaut and northbound coal loaded there into the boats. B&LE also served Erie, Pa., but little traffic originated there.

B&LE dates from March 20, 1865, when the Bear Creek Railroad was chartered to build a 28-mile line from the Atlantic & Great Western (Erie) in Shenango (Greenville), Pa., to coal mines to the southeast. Renamed Shenango & Allegheny in 1867, the line was completed in 1869, although extensions took it south to Butler, Pa., and Osgood, north of Greenville, in the 1880s. The growth of S&A, which connected with Lake Shore & Michigan Southern (New York Central System) at Osgood, was illusory, and it was sold at a bankruptcy auction in 1887.

The new owners changed the name to Pittsburgh, Shenango & Lake Erie to reflect planned extensions north and south that would gain a share of the growing iron-ore traffic. (Lack of a final “h” on the Steel City’s name was in vogue at the time.) Accordingly, in 1892 track was laid on the old Erie Extension Canal’s tow-path north from Osgood to Wallace Junction, where trackage rights on the Nickel Plate were gained to reach Erie. More important in the long run was the 12.8-mile branch from Albion, Pa., to Conneaut [CON-ee-awt], where port facilities were built. Both the railroad and the docks were ready to handle the first iron-ore cargo on November 6, 1892. Affiliate Pittsburgh & Conneaut Dock Co. operated the docks.

Butler was PS&LE’s southern terminus for several years, as the road chose to interchange the ore there to Pittsburgh & Western (Baltimore & Ohio) for delivery to the big city’s mills. “The Shenango” was in business, but it had been cheaply built and was not up to standards neces-



Symbolic of the heavy-haul Bessemer, one of its 47 powerful 2-10-4 Texas types crosses the huge Allegheny River bridge with Minnesota iron ore in October 1934. CLASSIC TRAINS collection

sary to move iron ore. Earnings failed to meet expectations, partly owing to the financial Panic of 1893 and partly to the slow development of iron-ore mining in Minnesota’s Mesabi Range.

Enter Andrew Carnegie

At this point Andrew Carnegie stepped in. Fighting the Pennsylvania Railroad’s high freight rates, in the early 1890s he was looking at alternatives, and he and other Pittsburgh industrialists considered building a canal from Conneaut to the Ohio River. Instead, Carnegie decided to build his own railroad.

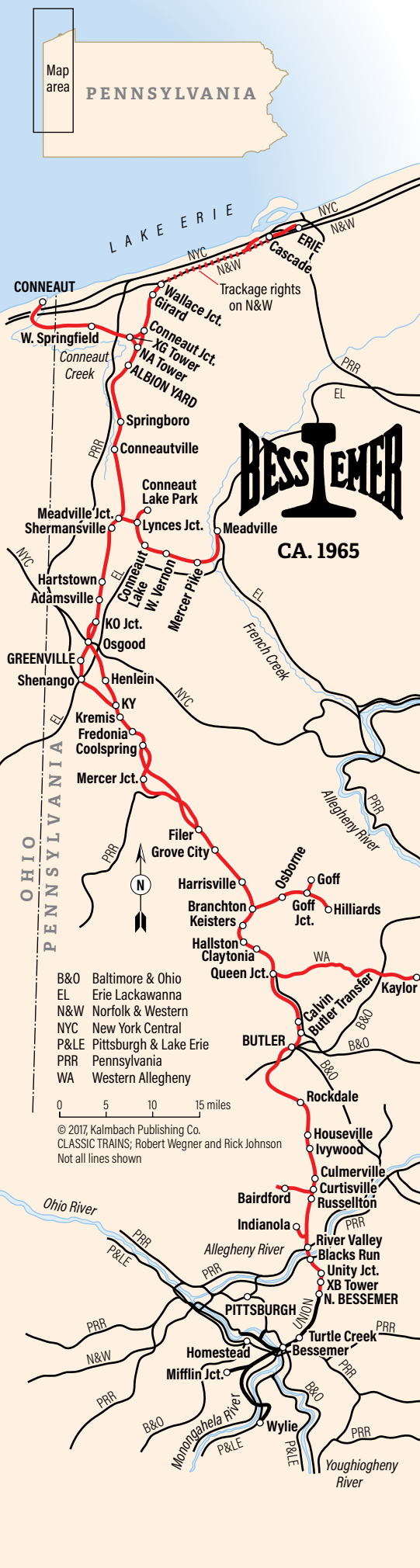
In January 1896 Carnegie Steel, the PS&LE, and his Union Railroad signed an agreement whereby the steel firm would build a link connecting Butler and the Union at North Bessemer; that all traffic would be routed on the new line into Pittsburgh; and that PS&LE and the

new extension would merge, with Carnegie Steel having controlling interest.

The 30-mile extension included two tunnels and a massive bridge over the Allegheny River 4 miles north of North Bessemer Yard. The double-track bridge (later to be paralleled by the Pennsylvania Turnpike’s) was 3,427 feet long and 160



Two F7s leave N&W trackage rights for home rails at Wallace Junction in March 1965. F7s would last on B&LE into the 1990s. James Scott



feet above river level. The Conneaut–North Bessemer line was finished by October 1897 and was renamed Pittsburg, Bessemer & Lake Erie Railroad.

Meanwhile the mighty PRR tried to get Carnegie to stop construction by offering to lower its rates, but he refused, although he agreed not to extend PB&LE south of Pittsburgh to coalfields and coke ovens in the Connellsville area. Considering the terrain, the new PB&LE was a remarkably straight railroad; if you drew a straight line between Conneaut and North Bessemer, the railroad was rarely more than 8 miles on either side of it.

The new owners began improving the physical plant immediately. Construction of the 8-mile “K-O Cutoff” (Kremis–Osgood) in 1902 bypassed Greenville, where the tracks ran through town; reduced a long southbound grade; and shortened the main line by 3 miles. At Osgood, the K-O Cutoff’s 1,724-foot-long, 64-foot-high Osgood Viaduct passed over NYC’s coal-and-oil Andover (Ashtabula), Ohio–Oil City, Pa., line; Erie Railroad’s main line; the Little Shenango River; and the original PB&LE [“Bird’s-Eye View,” Winter 2007 CT].

Other locations were upgraded, including an improved line across Hartstown Swamp north of Osgood. One obstacle that defied improvement was “Hog’s Back” in Conneaut, where a 1 percent grade had to be overcome climbing up from lake level; the remainder of the branch had a ruling grade of 0.8 percent. Over the years B&LE used three 2-10-4s, one in front and two pushing; four F7s each on a train’s front and rear; and later a pair of Alco RSD15s on each end to

take 13,500-ton ore trains to Albion yard.

PB&LE became Bessemer & Lake Erie in 1901 when it was leased to Carnegie Steel, though later that year it became part of the new United States Steel Corp. (USS), for whose operations it quickly became a vital link. It was said that ore mined in Minnesota could be made into steel in Pittsburgh five days later owing to USS’s efficient rail-water-rail system.

For heavy loads, big steam

The Bessemer always employed large locomotives, from 2-8-0s and 2-10-2s to the 47 brawny 2-10-4s Baldwin built during 1929–1944. Patterned after some Burlington Route 2-10-4s, they were some of the largest two-cylinder locomotives ever built. Although B&LE dieselized early, 18 of its 2-10-4s were among the last active steam locomotives in America, being sold in 1951 to sister USS road Duluth, Missabe & Iron Range, for which some worked into ’59. B&LE ran 0-4-0s, 0-6-0s, and 2-8-0s in yard service before buying 12 huge Alco 0-8-0s during 1936–43.

Texas type 643 survives in private ownership, inoperable, and 2-8-0 154 is at the Henry Ford Museum in Dearborn, Mich. All other Bessemer steam power was scrapped.

The Bessemer ran a modest regular passenger service, plus excursions to Exposition (Conneaut Lake) Park near Meadville, Pa., for many years behind 4-4-0s and small 4-6-2s. Steam-generator-equipped SD7s took over in 1952, but the passenger locals between Erie and Greenville ended in 1955.

B&LE’s traffic base was iron ore, coal, limestone, and coke, plus large quantities



Bessemer would begin shifting from B-B F7s to C-C non-turbocharged SD models in 1962. On September 22, 1990, four SD38s roll south at Mercer, Pa. After 36 “first-generation” SD7s, 9s, and 18s, 32 SD38s of four varieties joined the Bessemer’s roster beginning in 1967. James Scott



Six-motor, 1,500 h.p. 403, at Conneaut in 1971 (left), was one of 7 such Baldwins; 886, one of six big Alcos from Missabe, posed at Albion in 1965.

of finished steel products and scrap. For many years southbound ore predominated, but things changed in 1964 when a new coal dock with modern equipment was built at Conneaut to serve increasing traffic to Canadian power plants. Coal business grew over the years to the point that in the 1980s, it and ore traffic levels were equal. Ore began declining in the 1980s and coal shipments likewise after 2000 when Canadian plants began converting to natural gas. To handle ore and coal, B&LE always fielded a large fleet of hopper cars. It bought the first steel railroad car ever (a hopper) and later fielded thousands of distinctive brown triple hoppers with double brake beams.

Variety in diesels

Road trains were dieselized by the end of 1952, but steam lasted until May 14, 1953, when 2-8-0 156 tied up at Butler. B&LE's first diesel was a 1936 Westinghouse 530 h.p. steeple-cab, but dieselizing didn't begin in earnest until 1949 when Baldwin delivered a 1,000 h.p. switcher and two 1,500 h.p. C-C road-switchers. Bessemer tested a pair of Baldwin Centipedes, but settled for EMD's 1,500 h.p. F7 model, buying 28 cab units and 26 boosters during 1950–53. It added 7 more Baldwin road-switchers, 2 Alco S4s, and 8 EMD SD7s. The 104 steam locomotives on hand January 1, 1950, were replaced by 75 diesels. Some early units were black, but B&LE then standardized on the familiar orange-and-black livery.

Bessemer began converting to six-motor road units in 1962 when it sold 11 F7As and 11 F7Bs to Baltimore & Ohio. Ex-B&LE F7s also would find new homes on industrial operations and short lines across the land, and several still exist, some still numbered in the 700 series.

The money from the B&O sale was used to buy 7 new EMD SD18s, which were supplemented by 27 SD9s, 2 SD9Ms (Missabe Road rebuilds), and 6 Alco RSD15s from the DM&IR during 1964–72. The Alcos migrated in 1973 to another mining road, Cartier Railway in Quebec, which finally left B&LE an all-EMD road. Second-generation EMDs began arriving in 1967 with 3 SD38s, followed by 6 SD38ACs, 23 SD38-2s, 11 “SD40T-3s” (rebuilt former Southern Pacific “Tunnel Motors”), and a handful of secondhand switchers. For several years the Bessemer; the Missabe Road; and the Elgin, Joliet & Eastern conducted U.S. Steel-family “trades,” as SD9s and then SD38s would swap around for testing. Some would go back “home,” and some would be sold to the other USS road.

On December 31, 1967, the Bessemer re-acquired the 20-mile remnant of the Western Allegheny Railroad, which it had operated for its first six years, until 1908. WA subsequently was a Pennsy property until 1967 when, with a big on-line limestone quarry closing and coal traffic on the wane, PRR sold it back to B&LE. Bessemer assigned some of its few remaining F7s to the Western Allegheny, which attained some fame as the last Class I-related railroad to use F units in daily freight service, which ended in 1992.



Five Union Pacific U30Cs fresh out of General Electric's Erie, Pa., factory, spice up Extra 870 South, led by an SD38-2 and an SD9, at Platea, Pa. in May 1973. Three photos this page, James Scott

Ultimately, big change

The drastic restructuring of the American steel industry after 1982 caused U.S. Steel to transfer its railroads, Pittsburgh & Conneaut Dock Co., and lake-boat fleet into a subsidiary, Transtar, Inc., in 1988. Blackstone Capital Partners acquired a 51 percent interest in Transtar in 1998 and then, in 2001, bought the share of USS, Inc. (the “new” name for United States Steel). Transtar then formed Great Lakes Transportation, LLC in 2001 to operate the Bessemer, P&C Dock, Missabe Road, and the lake boats.

Major changes occurred in this period. Iron-ore tonnage declined from 8 million tons in 1982 to 1.8 million in '89 before rebounding to 4.2 in 2011. Coal shipments at Conneaut also fell, from 10.2 million tons in 1979 to 6.4 million in '89 to not a single coal shipment during 2009–13. Coal continues to be interchanged at North Bessemer, but ore and coal tonnages at Conneaut will never return to what they were. Bessemer & Lake Erie's need for motive power plummeted, and the roster dwindled from 74 units in 1982 to 18 in 2004.

For many years B&LE was double track, but most of the second main was removed as traffic fell and CTC signaling rendered it redundant. Trackage rights into Erie were dropped in 1995, making

Wallace Junction B&LE's northeast end.

In 2004, Canadian National purchased the Missabe Road ["King of the Iron-Ore Haulers," Winter 2013 CT], B&LE, P&C Dock, and the lake boats from Great Lakes Transportation. B&LE is operated as CN's Bessemer Subdivision, although it is hundreds of miles from a physical connection with CN's other U.S. lines.

Today, the only traffic to Wallace Junction is light engines picking up cars for delivery to an industry in nearby Girard. Interchange with CSX (former New York Central) now occurs in Conneaut near the upper coal facility, and no longer do B&LE "drag" crews shuttle between Conneaut and Albion, from where other crews took the trains to North Bessemer. Trains operate as turns in either direction out of Greenville, historically home to B&LE's shops but today the new operational hub. Of the 18 diesels on CN's Bessemer Sub, 4 are from the traditional B&LE SD38 series, augmented by a few SD40T-3s and Illinois Central SD70s. But like Missabe maroon and IC black, Bessemer orange has all but vanished, leaving behind a proud legacy that helped build the American steel industry. And the old Bessemer & Lake Erie is a mere shadow of itself as an afterthought in Canadian National's vast system. ■

ERIC HIRSIMAKI is a retired port operations/facilities manager at Cleveland. He is the author of numerous books and articles about railroads and Great Lakes shipping. This is his sixth byline in a CLASSIC TRAINS publication.

B&LE FACT FILE



(comparative figures are for 1929 and as noted)

Route-miles: 209; 205 (1983)

Locomotives: 140; 74 (1982); 51 (1992); 18 (2004)

Passenger cars: 46; 0 (1982)

Freight cars: 12,707; 5,127 (1992)

Headquarters city: Monroeville, Pa.

Recommended reading: *The Bessemer & Lake Erie Railroad 1869-1969*, by Roy C. Beaver (Golden West Books, 1969); *Bessemer and Lake Erie Railroad in Color*, by Robert F. Lorenzo and Nathan S. Clark Jr. (Morning Sun Books, 1994)

Source: *Historical Guide to North American Railroads*, Third Edition (Kalmbach, 2014)

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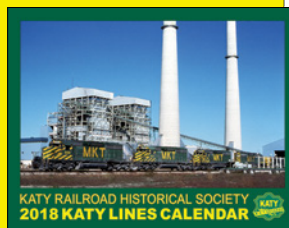


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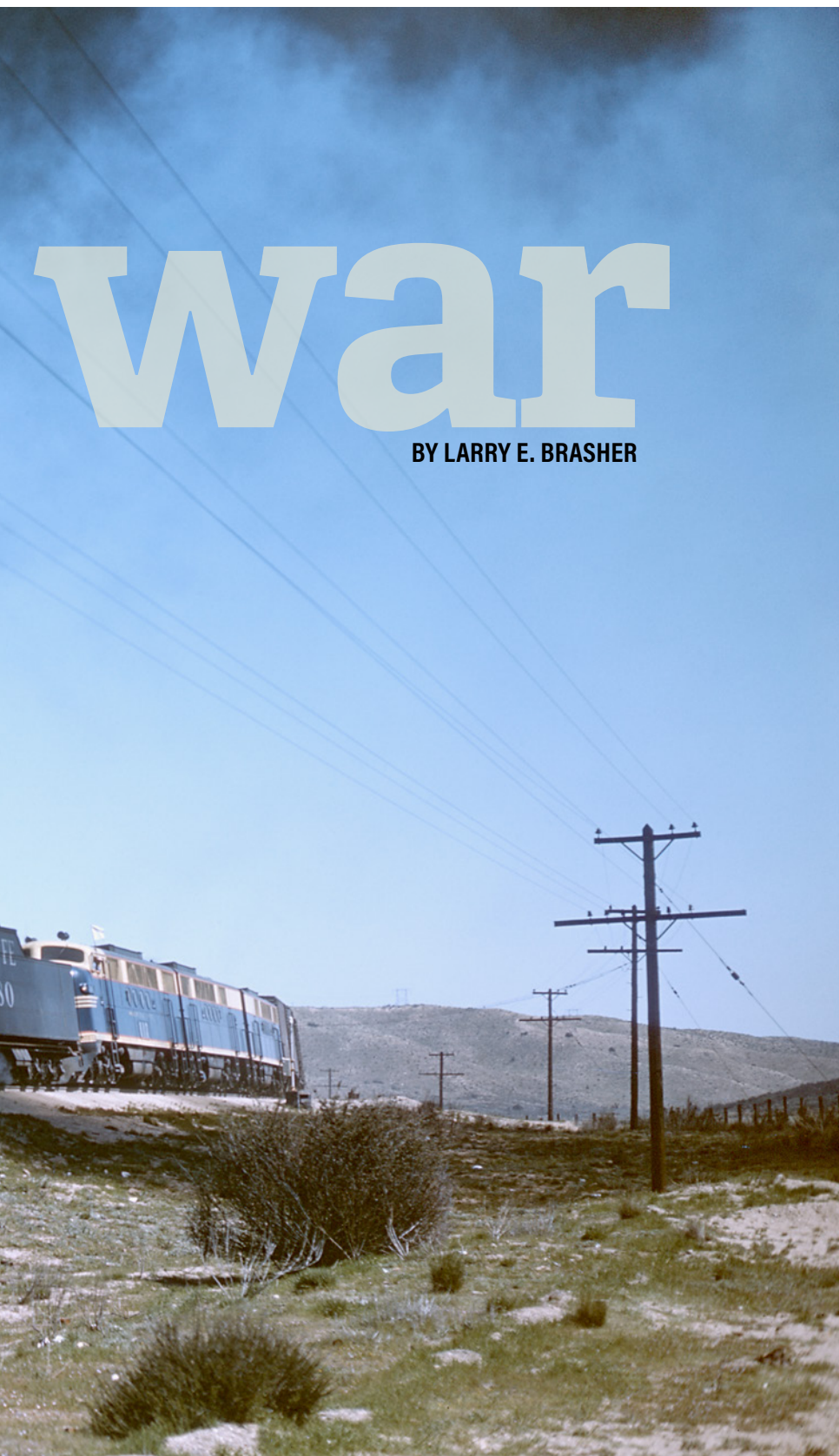
Santa Fe goes to



When World War II brought a **flood of traffic to the California**, the carrier met the challenge

war

BY LARRY E. BRASHER



The year was 1940. Europe was engulfed in war, but in the United States, continued peace was anticipated. The Great Depression's persistence was worrisome. The steepest drop in industrial production ever recorded came in 1937, and by January 1938 the unemployment rate was back up to 17.4 percent. Like most railroads, the Atchison, Topeka & Santa Fe was reaching for an elusive prosperity.

Despite the concerns brought about by the effects of the secondary depression, the programs begun under Santa Fe President Samuel T. Bledsoe's leadership were continued by his successor Edward J. Engle, working in concert with Vice President Fred G. Gurley. Gurley joined the Santa Fe in 1939, provided much of the executive leadership during the World War II years, and became president in 1944.

New diesel-powered lightweight passenger-train service was expanded, modernization of existing steam locomotives was ongoing, and right-of-way and service improvements were well in hand. These enhancements, initiated when traffic was at a low ebb, would soon prove invaluable when the nation was thrust into a two-ocean world war, and the Santa Fe was asked to carry unimagined volumes of freight and passengers.

Even so, the increase in traffic that would come about as a result of world conditions that had been deteriorating, and then utterly collapsed when war broke out in Europe in September 1939, had been anticipated to some extent, and plans were in hand to cope with the projected new demands. Santa Fe management had been aware of the potential effect on operations and traffic imposed by

Power that won a war: 2-10-2 No. 3880, from Santa Fe's largest class of heavy freight locomotives, assists three FTs, from America's first fleet of road-freight diesels, at Lugo, Calif., on the east side of Cajon Pass, in 1945.

Frank Peterson, Tom Gildersleeve collection

only railroad linking Chicago and
with modern motive power and line improvements



Pacific 3447, rebuilt with new drivers and other improvements in 1944, hurries west at Holliday Kans., with a long, all-heavyweight passenger train. It's November 1946, and the flood of demobilizing troops is subsiding.

C. H. Kerrigan



With the fireman or brakeman standing on the tender, war baby 4-8-4 No. 2925 departs Amarillo with empty reefers heading back to California in 1953. Restrictions on materials made the 2900s the heaviest of all 4-8-4s.

Stan Kistler

emergency conditions even before the country's entry into the conflict, and it took steps to prepare.

The war's effects were felt even before Pearl Harbor. Passenger ridership increased in 1940, when the domestic economy was picking up, Europe was at war, and Asia was threatened. Santa Fe attributed the growth to an increased number of people enjoying a greater in-

come traveling in the United States rather than going overseas. Passenger-miles increased again in 1941 as civilians and military personnel traveled on defense-related business.

Freight traffic ramped up too, as the aircraft, munitions, shipbuilding, and other conflict-related industries expanded output. Additionally — albeit non-war related — increased rainfall across the

system finally brought about significant recovery from the terrible drought of the 1930s. In Kansas, the 1940 wheat harvest was forecast to be less than 60 million bushels, but it actually came in at 123 million bushels. All other crops made significant gains as well. In California, citrus, other fruits, and vegetable crops also benefited from greater precipitation, yielding bountiful harvests. In response to the growing traffic, in 1941 Santa Fe issued trust certificates to fund the purchase of 2,000 boxcars, 300 ballast cars to support right-of-way improvements, 450 gondola cars, 50 flatcars, and 20 streamlined passenger cars.



The first full year of the war, 1942, also saw bumper crops in Santa Fe territory. The increased movement of agricultural products, coupled with the huge traffic increases due to war production, resulted in an increase of revenue ton-miles of 50 percent over 1941. Passenger traffic, spurred by troop movements, gas- and tire-rationing, and curtailment of airline service, jumped 127 percent over 1941. These figures continued upward as the war progressed and the military focus shifted from Europe to the Pacific.

SANTA FE'S ARSENAL

Although the challenges were great, the Santa Fe had powerful tools with which to meet them, including a potent arsenal of steam locomotives. Most numerous among mainline freight engines were 229 2-8-2 Mikados in the 3160 Class (128 engines, built 1917–20) and the heftier 4000 Class (101, 1921–26). The road that pioneered the 2-10-2 Santa Fe type also rostered the most, 342; the backbone of the fleet was the 140-strong 3800 Class (built 1919–27). In 1941 the Santa Fe's top freight engines — in terms

The ultimate in Santa Fe steam development was the 5011 Class, 25 2-10-4s built with War Production Board permission in 1944. Engine 5021 helps F7 diesels on a freight at Abo, N.Mex., in July 1956 — the very end of the steam era on the Santa Fe.

Jim Ehernberger





Diesels enabled engine runs unimaginable with steam. In August 1942, E6A No. 15 and a B unit bring the streamlined *Chief* into Streator, Ill., 90 miles into its 2,227-mile dash to Los Angeles. The hood over the headlight was a requirement for locomotives operating on the Pacific Coast.

H. W. Barber, Bill Barber collection

of speed and power if not quantity — were the 10 5001 Class 2-10-4s of 1938; their 74-inch drivers and 93,000 pounds of tractive force were ideally suited to fast freight work.

Pacifics still accounted for the lion's share of the passenger-engine fleet in 1941, topped by the 3400 Class, of which 50 were built during 1919–24; an extensive rebuilding program greatly enhanced their capabilities, but not all had been modified when America's entry into the war curtailed the work. The railroad's 51 4-8-2s (3700 Class, 1918–24) could out-pull the 4-6-2s, but their 69-inch drivers were not suited to the accelerated timetables introduced in the mid-1930s. Unusually for a western carrier, Santa Fe had 4-6-4s, albeit not many: 10 in the 3450 Class (built 1927, rebuilt for higher speeds 1936–39), and the six 3460s of 1937, whose 84-inch drivers made them real ballast-scorchers.

Three classes of 4-8-4s — “heavy Mountain” types in Santa Fe parlance — were the premier passenger steam locomotives at the time of Pearl Harbor. The 14 3751 Class engines, though dating from 1927–29, had been rebuilt with roller bearings, larger drivers, higher boiler pressure, and other improvements. More formidable still were the 11-strong 3765 Class of 1938 and the 10 nearly identical

3776 Class engines, delivered in 1941.

Steam was the king of most passenger, mail, and express trains. Virtually all regular freight service also was in the hands of steam. But diesels were already playing important roles on the Santa Fe, and the road had big plans for the new form of motive power.

Santa Fe was an early adopter of diesels for all types of service. In 1935 it acquired the first of more than three dozen pre-war switchers built principally by Electro-Motive, Baldwin, and Alco. Much more in the public eye were the road's passenger diesels, beginning with the box-cab “One-Spot Twins” built in 1935 for the original, heavyweight *Super Chief*, launched the following year. Santa Fe's signature image of “Warbonnet” cab units pulling stainless-steel cars came in 1937 when the streamlined *Super Chief* debuted with Electro-Motive E1 diesels and Budd-built lightweights. By the end of 1941, the road had 20 E1, E3, and E6 passenger diesel units (13 cabs, 7 boosters), plus an Alco DL109-110 cab-booster pair. Wartime restrictions precluded the acquisition of additional passenger diesels for the duration.

Diesel switchers and passenger units were in service on other railroads, but the Santa Fe was unique in its early embrace of road-freight diesels. In early December

1941, the railroad had five 5,400 h.p. four-unit Electro-Motive FTs, Nos. 100–104, in service. These 100 Class units were being used to test and establish routes, locomotive configuration, and tonnage ratings. An ordered and steady progress to dieselization seemed to be well in hand. Then came The Day of Infamy, followed by Germany's December 11 declaration of war, and the picture changed dramatically.

MORE TOOLS FOR THE FIGHT

The Santa Fe responded with orders for additional rolling stock, although War Production Board restrictions curtailed the numbers available. Motive-power requirements were met through allocations approved by the WPB with an order for 20 (soon upped to 30) new 2900 Class 4-8-4s. Eleven new FTs filling out earlier orders were received, while an additional 42 new FTs were on contract. Santa Fe received 8 diesel switchers with another 46 on order. While 1942 saw the receipt of 31 lightweight passenger cars and the ordering of 27 additional ones, no new diesel passenger locomotives were allowed by the WPB.

The year 1943 witnessed the arrival of the first new steam to be delivered on the Santa Fe since the 3776 Class 4-8-4s of 1941. The 30-strong 2900 Class, classified



FT No. 101, built in March 1941, wheels a freight extra west at Willow Springs, Ill., in November 1946. Concentrated initially in the arid, steam-unfriendly territory between Winslow, Ariz., and Barstow, Calif., Santa Fe's 320-unit FT fleet was dispersed across the system after the war.

C. H. Kerrigan

by the War Production Board as freight locomotives, was initially to be built to the design of the 3776s. Material restrictions and guidelines imposed by the WPB prevented the use of certain lightweight components, and the 2900s were heavier despite being identical in most dimensions to the 3776 Class.

The WPB also authorized construction of 25 2-10-4 locomotives based on the existing 5001 Class. Design modifications made the new 5011 Class — delivered in 1944 as the Santa Fe's final new steam order — slightly superior to the 5001s.

Had World War II not intervened, followed by the War Production Board's prohibition of the acquisition of substantial new diesel production, particularly for passenger service, the age of steam would quite possibly have come to an end on the Santa Fe without the acquisition of the magnificent 2900s and the equally wonderful 5011s. The 5001 and 5011 Classes worked almost without interruption on the Pecos Division as far east as Wellington, Kans., throughout the war until final retirement in 1957. The 2900s did not find a "home" as such and were used as needed until spending their relatively short lives working freight between Belen, N.Mex., and Wellington. Both classes, particularly the 2900s, made occasional appearances on passenger trains.



Alco HH1000 switcher 2321, last-built of Santa Fe's 2310 Class of 1939, works at Dodge City, Kans., in 1941. The road bought 34 of the successor model, the 1,000 h.p. S2, during 1942-45.

W. K. Aughenbaugh

Wartime restrictions prevented the Santa Fe from acquiring as many FTs as it would have liked. But, in view of its strategic location and long hauls through country devoid of water for steam locomotives, the road did get a substantial quantity of the freight diesels. From the handful on the roster at the end of 1941, the fleet grew to a total of 320 units (155 cabs, 165 boosters) by the time the last ones arrived in August 1945. Nearly 30 percent of all FT production went to the

Santa Fe. Many roads ordered their FTs built with drawbars between the A and B units, but Santa Fe specified couplers for maximum flexibility. During the war, many as-delivered A-B-B-A sets were rearranged to A-B-B-B.

Santa Fe's FTs were customized with all current modifications to dynamic brakes, gearing, and other operating concerns uncovered during testing of the early units in 1941. As 1942 began, the Santa Fe was working its five 4-unit FTs

between Argentine, Kans., and Waynoka, Okla., with an occasional run as far west as Belen. Prior to the March 1942 arrival of FT No. 105, the Santa Fe had planned on concentrating its FTs on the Albuquerque, Arizona, and Los Angeles divisions, with their primary service point selected in 1942 to be at a new diesel shop at Winslow, Ariz. This location corresponded with a proposed plan to reduce water usage across the desert regions of Arizona and California, and added the benefit of testing the new dynamic braking systems on the long 1.42 percent ruling grade in Arizona and on the shorter 2.2 percent grades over California's Cajon and Tehachapi passes.

The Winslow site was already an established change and service point for 3800 Class 2-10-2s working west to San Bernardino and Bakersfield, and 3160 and 4000 Class 2-8-2s working east. The new diesel shop would provide a central location for FT maintenance and repair, a location for establishing shop practices and training of shop forces, and make available close in-service observation of the new and unfamiliar internal-combustion motive power. This plan was much more formal and organized, as opposed to the heretofore almost prima donna treatment given the passenger diesels that were still headquartered in Chicago.

This plan was implemented, and work began on the construction of the facility at Winslow. The Winslow plan was soon seen requiring change and expansion as war requirements quickly showed there was need for not only an additional 38 FTs but many more. Despite difficulties surrounding the selection of Winslow as the new location, temporary and expedient work progressed rapidly.

Despite labor shortages, personal difficulties, and space limitations, the new facility was developed to the point that throughout most of the war all maintenance of what would soon be a bona fide and ever-growing fleet of FTs was carried out at Winslow. This shop was a busy and all-important interim facility, and there is little doubt that the Santa Fe could not have prosecuted the heavy wartime freight movements required without the concentrated ability to maintain the ever-increasing numbers of FTs.

RELIEF FROM OLD RULES

As traffic surged in early 1942, existing labor-related operating rules and related practices began to show an immediate and adverse effect on the Santa Fe's ability to move tonnage. For years, due to train-

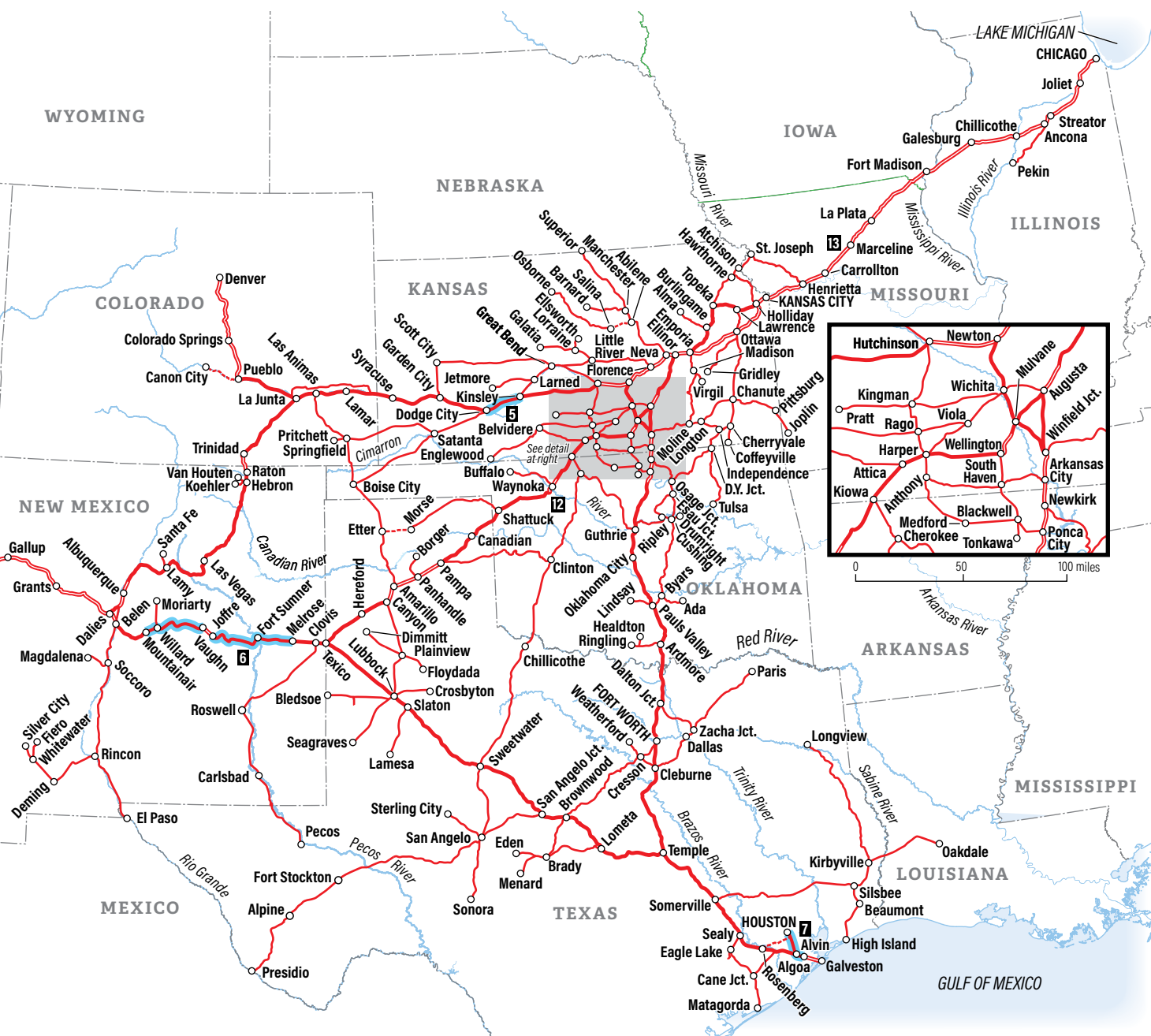
The Santa Fe in World War II



length restrictions imposed in the early 1900s by labor agreements and by California and Arizona state laws, a maximum 70-car length limitation had been in place on all trains operated between San Bernardino, Calif., and Albuquerque/Belen, N.Mex. This limitation also affected the development of motive power, resulting in the early demise of the 3000 Class 2-10-10-2 Mallets after their introduction in 1911 and, later, the banishment of the 5001 Class 2-10-4s from Coast Lines use in 1939. Both classes were more than capable of moving trains

in excess of the 70-car limit.

Another handicap was the "Double-header Rule," a work agreement reached in 1903 between the railroads and the conductor's and brakemen's unions whereby a train could be doubleheaded only if the resulting combined power did not exceed the tonnage rating of the more powerful of the two locomotives. The Santa Fe's highest tonnage rating for a single locomotive in Arizona in 1942 for 3800 Class 2-10-2s was 2,900 tons; however trains normally powered by single 3160 and 4000 Class 2-8-2s were rated at



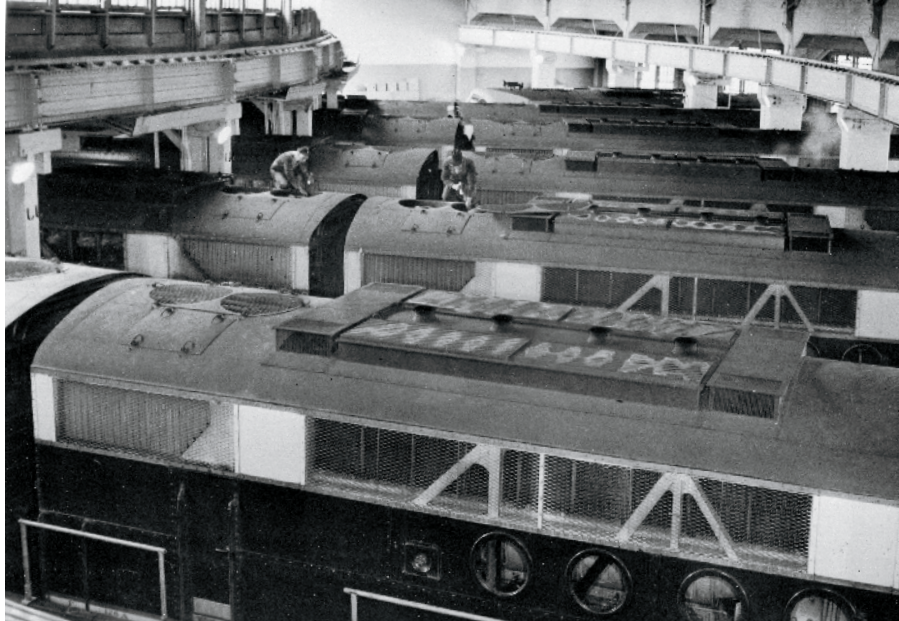
2,200 tons. In addition, work rules in Arizona limited trains with two brakemen to a maximum length of 39 cars. Additional cars required an additional brakeman. Arizona's state law limiting maximum train length within its borders to 70 cars if freight or 14 cars if passenger had been implemented in 1913. California had implemented a law limiting trains descending Cajon Pass to a maximum of 50 loaded cars.

In many ways, conformance to these restrictions had affected the whole Santa Fe system. Freight trains, other than re-

gional "drag" freight movements, were blocked to conform to the 70-car limit. Ruling grades east of Winslow, Ariz., to Dalies, N.Mex., and on to the Southern District at Belen were at 0.6 percent, allowing the use of 2-8-2s with ratings of 2,200 tons single on the Albuquerque Division. The 2-8-2s were also capable of handling freight service between Belen and Winslow and east of Clovis, N. Mex.

Santa Fe had designed the 3800 Class 2-10-2s with tonnage ratings of 2,900 tons to allow single locomotive operation on the Coast Lines and doubleheaded on

the Arizona Division over 1.43-percent grades east of Needles, Calif., and over the Pecos Division's 1.25-percent climb between Belen and Mountainair, N.Mex. When World War II erupted and car movements increased through Arizona from 400 to 500 per day to more than 1,500 per day, the nearly 700 miles of main line in Arizona and California with sidings designed to accommodate trains of no longer than 70 cars became an instant and potentially devastating bottleneck, with the nearest adjacent major yards at San Bernardino and Barstow,



The Santa Fe converted several stalls in the roundhouse at Winslow, Ariz. (top), for FT servicing. The steam facility was ill-suited to diesel work, and the lessons learned from it resulted in a completely different design for the new diesel house at Barstow, Calif. (above).

Two photos, Santa Fe

Calif., and Belen and Albuquerque.

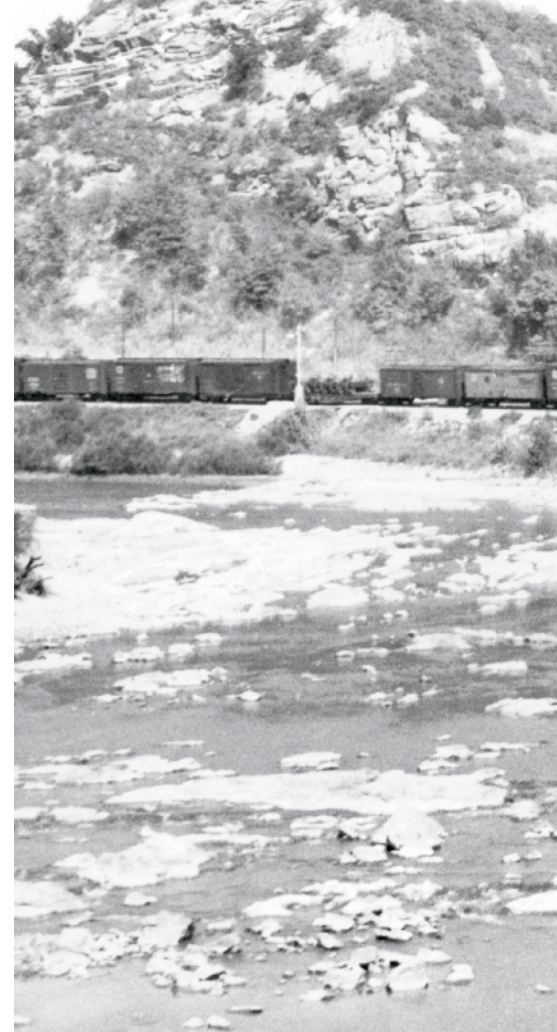
In 1941, the 5,400 h.p. FTs had been tested in Arizona with trains of up to 3,500 tons, exceeding 90 cars. There was no doubt that FTs could easily handle the needed heavier and longer trains. Similar tests in 1938 with 5001 Class 2-10-4 No. 5006 had yielded comparable results and dictated the reassignment of the 5001s to the Pecos Division west of Belen, where their hauling capacity was not restricted by law and labor rules.

In September 1942 the ICC, invoking its war emergency powers, rescinded all state-imposed labor and operating restrictions that were not demonstrably safety-related. Thus the Arizona and California laws and the Doubleheader Rule no longer constrained operations.

However, despite this relief, the increased power of the FT by itself could

not alleviate the problem. The Santa Fe was double-track through much of Arizona, but absent classification and make-up terminals convenient to Arizona, for many years transcontinental trains had been blocked to conform with the 70-car limitation at eastern (Belen) and western (San Bernardino) classification yards. The blocking served to accommodate the weight and length restrictions over the nearly 700-mile stretch of constrained territory. In addition, sidings and yards that had been designed to accommodate the 70-car rule were woefully short and cramped.

Cajon Pass in California, with sidings and trackage between San Bernardino and Summit laid out to accommodate that state's 50-car limitation, was another bottleneck. Longer freight consists and passenger trains, which were exceeding

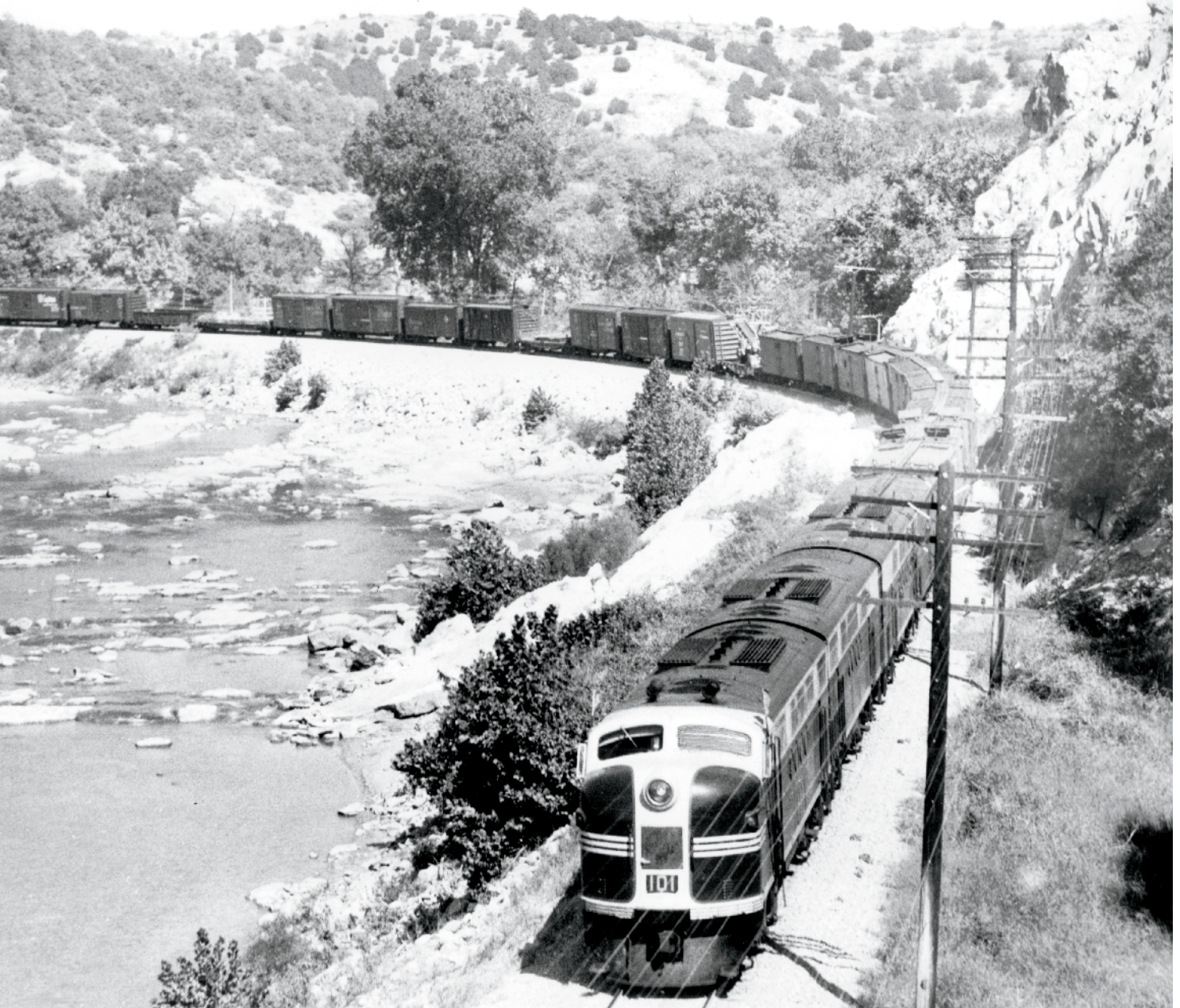


Santa Fe had 155 FTA units. No. 101 (coincidentally the same unit pictured in Illinois on page 25) and two FTBs head a south-bound train along the Blue River near Arbuckle, Okla., 15½ miles north of Ardmore.

Santa Fe

14 cars, and troop trains, often including a mix of passenger and freight cars, were subject to long delays. The situation became intolerable.

With the California and Arizona train-size limitations lifted, Santa Fe was presented with the simultaneous challenges of expanding track, bridge, and siding capacity, to accommodate trains of up to 3,500 tons and 110 cars. Purchasing added motive power capable of moving the tonnage expeditiously, and finding qualified personnel to operate and maintain all facets of the rapidly expanding system, added to the burden. The railroad addressed all this in a \$20 million plan that was approved in November 1942, and had, with two exceptions, resolved these dilemmas by the end of the war. The major exceptions were the replacement of the old gantlet-track bridge



across Canyon Diablo in Arizona, and the completion of the new diesel shop at Barstow.

REMAKING THE RAILROAD

Between the beginnings of track expansion in late 1942 and the near completion of the effort in late 1944, many miles of right of way were rebuilt. Santa Fe increased 12 passing tracks westbound from San Bernardino to Barstow over Cajon Pass to 90-car capacity; eastbound, 12 sidings were increased to 100-car capacity. From Barstow to Winslow, 37 sidings westbound were increased to 100-car capacity, as were 39 sidings eastbound. Between Winslow and Belen, 17 passing tracks were increased to 110-car capacity westbound, and 20 passing tracks were increased to 110-car capacity eastbound. These enhancements also made it possi-

ble for Santa Fe to consider additional Centralized Traffic Control installation.

Increased car capacity on passing tracks was of little help without increased yard capacity. By the end of 1945, where space allowed, every major yard between Clovis, N.Mex., and Los Angeles had been significantly expanded. To name a few, car capacity at Clovis increased from 1,420 to 2,140; Belen from 1,755 to 2,689; Winslow from 1,021 to 2,460, Barstow from 1,735 to 2,590; San Bernardino from 3,220 to 3,400, and Hobart Yard in Los Angeles from 1,885 to 2,775.

CTC was expanded, some realignment of curves and grade reduction was accomplished, and the installation of heavy rail, up to 131 pounds per yard, continued, and practically every bridge was strengthened.

Although concentrated on the West-

ern Lines, the \$20 million program also resulted in virtually a new Coast Lines right of way as well as significantly updated Eastern Lines. Without this massive investment, the new FTs, 2900s, and 5011s could neither have moved the tonnage demanded nor kept the schedules required. Initially, without this effort, there was no added car capacity room, not for the FTs in Arizona and California and not for the 2900s and the 5011s east of there.

Along with a huge yard expansion at Barstow, a new diesel shop, purpose-built from the ground up, was under construction there. Barstow would eventually become a prime shopping point for all Santa Fe diesels in transcontinental service. The new diesel shop benefited greatly from the experience and knowledge gained at Winslow. Initially planned to



The 1890-vintage gantlet-track bridge over the Colorado River at Topock, Ariz. (above), was a bottleneck for all Santa Fe traffic moving in and out of California. The double-track replacement that opened in 1944 (right, in a 1953 photo) was on a new alignment that dispensed with a number of sharp curves.

Two photos, Santa Fe

accommodate a full three-unit Alco PA or four-unit EMD locomotive in six indoor bays, with two additional auxiliary truck and traction-motor-service bays, it was not in operation until 1946.

The old bridge at Topock, Ariz., where the main line crossed the Colorado River at the Arizona-California state line, had long been a bottleneck. Built in 1890 as a single-track span, it had been strengthened with a central pier and converted to a gantlet track configuration. Construction of a replacement, begun in 1942, was scheduled for completion in early 1945. The attendant line relocation was also beneficial, resulting in curvature and grade reductions on the western approach. The new fills and grading were especially helpful, with three new curves of 1 degree or less, resulting in elimination of seven curves of 2 to 4 degrees, plus one 10-degree curve.

Far to the east, the road undertook massive curve reductions on Curtiss Hill in Oklahoma, completed in 1946. Although the ruling grade remained 1 percent, the large cutting operation allowed the extension of passing tracks and aided the movement of longer trains.

Another achievement in 1945, resulting from procedures begun with a filing with the ICC in 1944, was the acquisition



of right of way into Long Beach, Calif. An additional and long-needed improvement was the completion of a 3.3-mile track relocation and grade reduction near Marcelline, Mo., including new cuts and fills and lessening of curvature over Cardy Hill.

One of the last bottlenecks on Santa Fe's transcontinental main line was the old bridge over Canyon Diablo in Arizona. Not only was its gantlet track an operational impediment, the span's weight-bearing capacity was so meager that doubleheaded 3800s could not be operated across it. The spindly trestle was scheduled to be replaced in the 1942 plan, but perhaps because of steel shortages, the new Canyon Diablo bridge was not operational until 1946.

Santa Fe was one of the first railroads to embrace diesel power for passenger

trains, and *the* first to commit to diesels for freight. In the early 1940s it had a stable of highly capable steam locomotives, including potent designs that could be quickly built under wartime conditions. The railroad's ability to deploy these tools effectively, and to improve its physical plant to handle huge increases in traffic, were vital factors in America's victory in World War II. ■

LARRY E. BRASHER, son of a Santa Fe Mechanical Department employee, authored three books about the road. This is his third article in a CLASSIC TRAINS publication, following pieces on the first streamlined Super Chief [STREAMLINER PIONEERS, 2004] and Santa Fe Chief Mechanical Engineer Charles T. Ripley [Fall 2007]. Larry Brasher died in 2015.

Another choke point, the trestle over spectacular Canyon Diablo west of Winslow, Ariz., was planned for replacement in 1942, but completion of the new steel-arch bridge was delayed until 1946. Work progresses on the new span as Mikado 4004 passes with westbound freight.

Santa Fe



Emergency transplant

BY CHRIS MacDERMOT WITH PRESTON COOK



HOW INGENUOUS
D&H SHOPMEN
RUSHED AN
AILING ALCO BACK
ONTO THE ROAD

on a PA



Researching old TRAINS magazine indexes, if you are into that sort of thing, will yield a curious entry in the one for Volume 34, 1973-74. In the "Delaware & Hudson" listings, under "PA1s," you'll find as the first item this perfunctory note: "No. 17 conked out, Dec 15." That's a page number in December 1973 TRAINS, on which is the "Arrivals & Departures" column of news tidbits, with this one toward the bottom:

"A PA.7?: After the 16-cylinder 244 engine in D&H PA1 No. 17 conked out before an excursion, the road removed the engine and dropped in a 12-cylinder engine. Result: a smokeless 1,600 h.p. PA." ("PA.8" might have been more appropriate, given D&H 17's original 2,000 h.p. rating.)

Really? What amounts to an RS3, albeit with A1A trucks, in the guise of that distinctive carbody many diesel enthusiasts have revered as, in the late George Hilton's words, "an honorary steam locomotive"?

Indeed. And herein lies that tale.

EMPIRE STATE WARBONNETS

The story of the four ex-Santa Fe Alco PAs being given an extended life by the D&H is well-known. In December 1967, as the handsome Alcos' careers on the Santa Fe were winding down (and a couple of years before I became a D&H employee), D&H acquired units 59L, 60L, 62L, and 66L to spruce up the front end of the daytime *Laurentian* and overnight *Montreal Limited*. These New York City-Montreal trains ran on New York Central, with NYC engines and crews, between Grand Central Terminal and Albany; north of Albany, they were D&H trains. F. C. "Buck" Dumaine was then D&H's president.

The D&H, traditionally an all-Alco road, renumbered the cab units 16-19 and repainted them in a blue-and-yellow adaptation of the Santa Fe "warbonnet" styling developed by Electro-Motive in 1938 for Santa Fe's E1 passenger units. Our trains were being upgraded with lightweight coaches, dining-lounge cars, and baggage

On September 22, 1973, the day after passing her "on-train load test," PA 17 is a normally functioning middle unit as the excursion crosses Harpursville (N.Y.) trestle heading north from Binghamton.

Preston Cook



Future "Transplant" PA 17 shares Colonie Shop tracks with an Erie Lackawanna E8 in April 1971. For a short time before Amtrak's inception, pairs of EL E8s and the D&H PAs shared duty on the Albany-Montreal trains.

Preston Cook

cars acquired from Denver & Rio Grande Western. D&H also bought, in February 1968, former New Haven PA1 0783 as a parts source for the units. Employees at our Colonie Shop disassembled the New Haven unit, salvaging its 16-cylinder model 244 prime mover, main generator, trucks and traction motors, and other machinery components. The resulting bare carbody was scrapped.

The four PAs well served the D&H's needs for several years as the railroad itself survived a series of tumultuous events that resulted in reorganization and management changes. The PAs went in and out of service, and on and off the property. For the venerable D&H as a whole, it was a roller-coaster ride.

Starting with the 1968 formation of Penn Central and its bankruptcy in 1970, changes were brewing for all railroads in the Northeast. In 1968 Norfolk & Western, upon direction of the Interstate Commerce Commission, created the holding company Dereco, with an eye toward including several shaky regionals.

Ultimately only the D&H and Erie Lackawanna were included. In April '70, Carl B. "Bruce" Sterzing was assigned as Chief Legal Counsel to the D&H. David M. Huggins of EL was named as D&H Chief Mechanical Officer, replacing Walter Travis, who had taken an executive post on the Bangor & Aroostook.

N&W management soon added Erie Lackawanna E8s to the D&H passenger-power pool, and both the Es and the PAs handled the Montreal trains into 1971. Upon the inception of Amtrak that May 1, D&H's Albany-Montreal passenger service ended, which rendered the PAs surplus. Two, D&H 16 and 18, were leased to excursion operator Steam Tours, which kept them at Hagerstown, Md. The other two, 17 and 19, were shipped to General Electric's locomotive plant at Erie, Pa., as potential "trade-in" fodder on future D&H locomotive orders.

D&H 16, however, soon was sent home by Steam Tours owing to mechanical problems, so D&H recalled the 19 from GE. D&H then decided that to boost its public awareness, it would operate public excursions and, for railroaders, office-car "inspection" trains. So as to have a third PA available, D&H recalled the 17 from GE in spring 1973.

AGNES CAUSES CHAOS

What neither management nor anyone else foresaw was that in summer 1972, an uninvited visitor, Tropical Storm Agnes, would turn the "best laid plans"

for Northeast railroads on their head. Agnes caused such massive damage to Erie Lackawanna that the railroad was forced to declare bankruptcy. For the D&H, this meant its most important connection to the west was temporarily gone.

D&H, though still owned, and supported by, N&W, was on its own. In the wake of Agnes, it was the only big railroad in the Northeast making a profit, although not a large one. As the rush to form what became Conrail coalesced to save Northeast railroading, D&H was expanded to maintain a semblance of competition. It gained a line from Wilkes-Barre to Sunbury, Pa., and trackage rights to Potomac Yard in Virginia, ensuring retention of D&H connections.

Bruce Sterzing, having been instrumental in securing these rights, in 1972 was named President of the D&H. Ultimately, he saved the road from shutdown or absorption into Conrail.

High on his list of priorities was maintaining a favorable stance in the media and a healthy business image ["Fighting for the D&H's Survival" Winter 2012 CLASSIC TRAINS]. Three activities helped achieve this objective: frequent public excursions; local celebrations and widespread media coverage of D&H's Sesquicentennial in 1973; and, although it would take until August '74 and a boost from New York State, restoration of Albany-Montreal passenger service. D&H's public image in each of these categories could be enhanced with one or more of the iconic PA diesels on the head end, although steam was part of the 1973 "Sesqui" celebration ["Sesquicentennial Steam," Summer 2017 CT].

NO. 17 NEEDS HELP

For my part, in October 1970, less than two months before CMO Walter Travis would take the position on Bangor & Aroostook, I joined the D&H as Diesel Maintenance Engineer, reporting to him. With his departure, did I have a new boss? Did I have a job? My concerns abated when I learned that the late David Huggins of Erie Lackawanna would be D&H Chief Mechanical Officer, effective January 1, 1971, if memory serves.

In September '73, Dave named me Assistant CMO, and shortly, he summoned me. "Chris," he said, "we're going to run a

leaf-peepers' special on the south end, and the boss wants the PAs all cleaned up and checked out for the trip." ("South end" meant from Binghamton to Albany, and "the boss," of course, was Sterzing.)

Huggins added, "Since 17 has been out of service for some time, I think it would be wise to do a bearing inspection." Now, Alco PAs were not a new commodity to Dave. He had supervised successful operation of EL's 14 and was rightly proud of their service record while under his control. I did not take issue with his advice.

As requested, I relayed instructions to Gerry Costantino, manager of our Colonie backshop in Watervliet, N.Y., to line up a bearing inspection as soon as possible, because we didn't have much time. The inspection was made, and no excep-

tions were found, but Murphy's Law prevailed. As 17 sat peacefully blowing smoke and we were making sure all systems were functioning, the cap fell off the Right No. 1 connecting rod, which I assume had been left loose to be tightened on the next work shift. As the rod flung itself around, it destroyed the prime mover.

er, making an *in-situ* repair impossible.

What to do? We no longer had a spare 16-cylinder 244 engine on hand, having sold the one from NH 0783 to an oil-well drilling firm. For its "first-generation" power, D&H had relied on 130 RS2s and RS3s, which of course had 12-cylinder 244s, and we still did have one spare and fully rebuilt example at Colonie. There it sat, probably not to be used again since the RS3s, beginning in the mid-'60s, were being succeeded by newer Alcos and then GE's and a few EMDs. Was this extra 244 a possibility? Could we somehow use it? Soon, a crowd filled 17's engine room, everyone with a tape measure in hand.

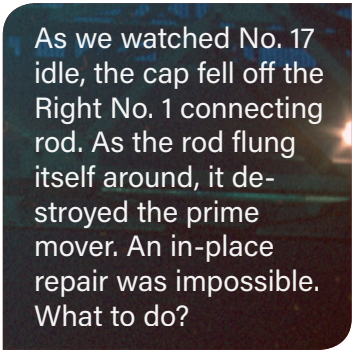
Said a machinist: "You would have to move it aft to connect to the compressor."

Replied a boilermaker-welder: "If you did that, you'd have to fabricate new generator-end mounting pads with collision blocks, and drill new bolt holes."

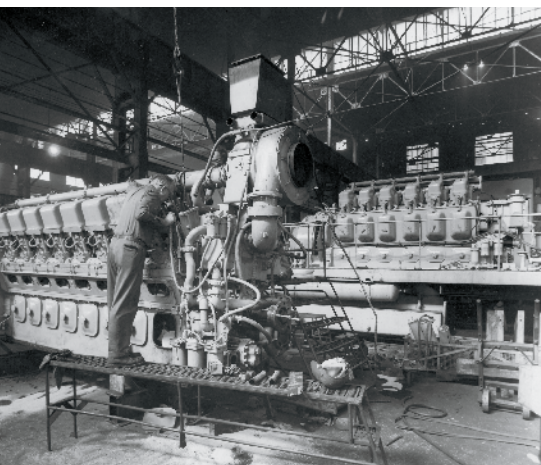
Added an electrician: "And none of the cables would reach to the main generator. You would have to re-cable back to the electric locker. How much time do we have, anyway?"

Not much, as the excursion was to run on the following Saturday, September 22.

Machinists: "Didn't you guys ever look



As we watched No. 17 idle, the cap fell off the Right No. 1 connecting rod. As the rod flung itself around, it destroyed the prime mover. An in-place repair was impossible. What to do?



Top: PA 18 and an RS3 share backshop tracks in Colonie at night. Above, a Colonie machinist inspects the damaged Right No. 1 power assembly in the 16-cylinder Alco 244 engine that has been removed from PA 17 so a spare 12-cylinder 244 can be “transplanted” into it.

Top photo, Preston Cook; above, Jim Shaughnessy

at our 600-class locomotives?” (These were Alco Century 628s; D&H had 18, built in 1965.) “What’s wrong with leaving the generator in the existing collision blocks and making a long shaft to reach the compressor, like a 628? You know, they used the same flexible gear coupling, just spaced the two halves apart.”

More tape-measuring ensued.

Sheet metal worker: “The exhaust stack will be under the roof, then.”

In unison: “They still make cutting torches. What’s the matter, you afraid of the height?”

Piper: “Looks like I would need two radiator water pipes, one return pipe to the water pump, and two lube oil lines; everything would be the same length, straight, about 30 inches long.”

Boilermaker-welder: “I could do new free-end mounting bolts, it’s only one per side and if I have to, I’ll burn a hole in the pan and weld nuts under the frame rail.”

That was the route we decided to take.

Me: “OK, guys, disconnect the dynamic brake cables, pull the roof hatch, and pick the engine and generator out. I’ll run it by the boss, and I think it’ll be a go.”

Indeed, Dave Huggins gave me the go-ahead for the 12-cylinder 244 transplant. I don’t think he was sure we would succeed, but it was worth a try. There wasn’t time for a single hitch, and everyone (me included) was going to have to do his thing and get it right the first time.

It should be mentioned that the choice to position the 12-244 engine “forward” for D&H 17, maintaining the same generator location and extending the front end piping and drive shaft, is exactly opposite to what subsequently was done for the 12-cylinder, 251E model Alco engines installed when the PAs were modernized as “PA4” units for the D&H by Morrison-Knudsen at its Boise, Idaho, shop in 1974-75. You might ask why.

For the PA4 modification, absent the severe time constraints and urgent need to return the locomotives to service as we had in September 1973 with No. 17, there was good reason to move the 12-251 toward the radiator end of the locomotive so the front traction-motor blower could be moved from the nose ahead of the cab into the engine room proper. The most frequent engine-crew complaint about Alco cab units was cold, drafty cabs, caused in large part by the front traction-motor blower. Located ahead of the cab in the nose, as built, this created a vacuum in the cab, inviting drafts from every unsealed opening. During the PA4 remanufacture at Boise, this complaint was rectified by positioning the 251 so the traction-motor blower could be relocated to behind the cab, between the prime mover and the high-voltage locker.

For installation of the 12-244 in the 17 we made the expedient choice, which required the least extensive modifications, setting the generator end in its original position and extending everything on the free end of the engine.

GETTING ‘ER DONE

The 17’s 16-cylinder engine was, I believe, pulled on the Friday eight days ahead of the excursion. Parts flew fast and furiously. The 5GT566 traction generator, with auxiliaries, was mounted to the spare 12-cylinder engine, and the crankshaft deflection was checked and adjusted.

I’m uncertain now as to how the compressor drive shaft was made, but on reflection I believe we shortened a spare C628 shaft. This shaft is fabricated from

6-inch inside-diameter steel pipe with flanges welded on each end to match the halves of the gear couplings. Overdesigned for its purpose, it rarely is a problem. At maximum speed of 1,000 rpm, minor imbalance can be tolerated while the flexible couplings accommodate any non-parallelism between flanges. Between a skilled lathe operator in the machine shop and an expert welder, this task was within the capability of Colonie Shop men. In fact, the entire engine transplant would be completed in-house with no outside machine-shop work or steel fabrication.

By Wednesday the boilermaker-welder had the free-end engine mounting bolt holes and lateral stop blocks ready, and the piper had cut his pipes to length; the engine was set and the compressor drive aligned. Cooling and lube oil systems were piped, and generator cables were connected. By Thursday noon we were able to get the engine fired up and make fuel and lube-oil pressure settings, cooling system temperature control, and air system checks and adjustments.

Other than hooking up the dynamic brake cables (an electrician could do that in the coach yard), we could do nothing more on Friday because the Car Department insisted on having the locomotives in the yard to assemble and check out the train before we deadheaded it to Binghamton. No. 17 would be middle unit.

I had a hard-and-fast rule back then: If a locomotive has its engine or turbocharger changed, it does not leave the shop without a load test!

But we didn't have time.

I was obliged to reluctantly waive my own rule. Gerry Costantino was going to accompany me on the deadhead to Binghamton, so I told him, "We'll load-test it en route. Come prepared."

Our route from Colonie would take us through central Albany and out the "Albany Main" to Delanson, there joining the freight main from Schenectady and other points north, and proceed south to Binghamton. Although short, there are two steep grades, out of Kenwood Yard in Albany and then into Delanson, so it wasn't long before the engineman in the lead unit had the throttle in the eighth notch. With the load meter pegged at 1,500 amps, Gerry Costantino and I held our breaths as we monitored 17's engine room for escaping oil, water, or fuel, all

the while waiting for the dreaded sound of the alarm bell signaling some fault condition. Amazingly, everything held together and the trip to Binghamton was uneventful, as was the excursion the next day. With credit to Colonie Shop's "Bay 3" crew, their 12-cylinder 244 reconditioned engine passed its "on-train load test" with flying colors.

I had a hard-and-fast rule back then: If a locomotive has its engine or turbocharger changed, it does not leave the shop without a load test!

POSTSCRIPT

The "transplant" PA performed well on subsequent excursions, beginning only two weeks later on October 7, 1973, a Colonie-

North Creek round trip, on which 17 was in the lead northbound. Although freight units with dual-service capability were initially employed when D&H passenger service was restored in August 1974, PA 17 later resumed duty on the Montreal train — still powered by its replacement 12-244. It remained on that assignment until being rotated out when its turn among the four PAs came for rebuild and modernization at Morrison-Knudsen.

As to 17's performance, I do not know of any adverse reports from engine crews.

After all, it is speed that demands horsepower, and there are few track segments on the Albany-Montreal passenger route that permit high-speed running. With the inherently good acceleration of the odd-fire, pulse-turbocharged 12-cylinder 244 engine, 17 probably brought our typically short trains up to track speed as fast as or faster than its sisters. Before 17 left Colonie for Boise, the 12-cylinder 244 was removed and subsequently installed, I believe, in RS3 4118, which today still serves short line Delaware-Lackawanna out of Scranton, Pa., painted in a black-and-yellow livery that basically replicates her first paint scheme as No. 4118 on the Delaware & Hudson.

"Waste not, want not." ■

CHRIS MacDERMOT, a 1949 graduate of Rensselaer Polytechnic Institute (RPI) in Troy, N.Y., began work at Alcoa's Schenectady plant in 1959 after two years as New England field engineer. Upon the plant's closure, he joined D&H in 1970 for what would be a 20-year career. PRESTON COOK, a mechanical engineer for 40 years in the rail equipment business, including for two locomotive builders, is the author of four books and over 100 magazine articles. This is his 10th CLASSIC TRAINS byline.



Performing just fine on October 7, 1973, two weeks after the Binghamton outing, 1,600 h.p. PA 17 leads sisters 18 and 19 through vibrant fall color en route from Colonie to North Creek, N.Y.

J. David Ingles

What's in a Photograph?

UP's Green River engine terminal



GE turbines and early turbocharged EMDs are in the spotlight where UP's Pacific Northwest power mingled with mainline locomotives, August 15, 1961

BY JERRY A. PINKEPANK • Photos by the author

Union Pacific's division point at Green River, Wyo., 814 miles west of Omaha, is the place where crews and power to and from UP's Oregon Short Line originated and terminated on the Omaha-Ogden main line, although the junction of the OSL is 30 miles west at Granger, Wyo. In 1961, second-generation internal-combustion locomotives were already present in large numbers, and first-generation diesels were also to be found on prime trains. These factors, and the remaking of trains for the confluence and divergence of major traffic streams, meant there was plenty of interest to be seen from the pedestrian bridge that spanned the tracks just west of the station/division office/yard office building adjacent to downtown. This view looks southwest.

1 Car Shop

One of a complex of brick maintenance structures placed in service here in 1927.

2 Locomotive No. 25, control unit

General Electric delivered 30 two-unit gas turbine electric locomotives (GTEL) in 1958-61, Nos. 1-30; they lasted until 1969 when they were traded in on GE U50C diesels. The front unit contained the cab, accessories, and an 850 h.p. Cooper Bessemer diesel for hostling, starting the turbine, and excitation of the dynamic braking.

3 No. 25's turbine unit

The rear unit of each GTEL contained the 8,500 h.p. turbine. A tender (out of view) carried fuel for the turbine. The only buyer of GTELS, UP used them principally on its main line east of Ogden.

4 Diesel fuel hydrants

Not used by turbines except for the small tank supplying the starting/hostling diesel on the control unit, seen between the trucks of unit 25, behind battery boxes. We are seeing two of the four hydrants, which were spaced to fuel a four-unit consist of F units or GP9s at once; hoses are suspended from tall poles to allow hoses

long enough not to require precise spotting of the locomotives yet avoiding having hoses lying on the ground or accidentally fouling tracks.

5 Storehouse

Built in 1927, later extended; adjoined by platforms to load/unload company material cars.

6 SD24-SD24B-SD24 set

At this time, the hottest freights on the OSL got this power for the Green River-Portland, Ore., run, but most of UP's SD24 sets worked between Salt Lake City and Los Angeles. UP in 1959 initially acquired 30 SD24s with cabs, Nos. 400-429, and 45 SD24B boosters, Nos. 400B-444B, then in 1960-61 added ex-EMD demonstrators 445-448, with cabs. Only UP had SD24Bs.

7 Machine shop

Providing heavy locomotive repair support for the roundhouse.

8 "Omaha GP20" No. 310

UP's Los Angeles shops applied turbochargers to three GP9s in 1955-56, uprating them to 2,000 h.p., and went on in 1959 to convert at Omaha a further 19 GP9s, 9 with AirResearch turbos as in the 1955-56 units, and 12 with Elliott equipment including No. 310 seen here. The external indication of the Elliott turbo is the pair of stacks and bare air filters ahead of the dynamic-brake blower. UP's program preceded EMD's own turbo-charged units and overlapped the introduction of the 2,400 h.p. SD24 in 1959. EMD had not intended a four-axle, 2,000 h.p. unit alongside the SD24 until UP had EMD rebuild 3 GP9s with EMD turbos; the rebuilt units were almost identical to the later production GP20s, and the success of the UP units led EMD to introduce the GP20. UP had 9 more GP9s similarly converted by EMD in 1959, and began receiving production GP20s in 1960. In 1962-63, all the AirResearch and Elliott turbos were removed, and 8 of those units got EMD turbos installed at Omaha instead, so this

photo was made in the 1959-63 window when Elliott turbos were in use. Omaha applied EMD turbos to 55 more GP9s and GP9Bs in 1962-65.

9 Train number indicator

In this case set for Extra 310 West. By the 1960s, UP and Southern Pacific were the only major railroads on which locomotives displayed train identification; UP ended the practice in 1965.

10 GP9B No. 344B

One of 125 cabless GP9s on UP built in 1954 and 1957. The Pennsylvania had 30 GP9Bs, and Santa Fe had 5 GP7Bs. UP's high horsepower-per-train-ton standard for its fast freights led to its interest in having many B units.

11 Coal dock

UP had discontinued revenue steam operation in 1959, and in 1961 still had serviceable steam power stored at Cheyenne.

12 Sand tower

Positioned for steam power and not suitable for sanding F or E units or switchers, whose sand-box fills were too far down to reach, so probably out of service and replaced by a modern sand tower elsewhere in the engine terminal.

13 Roundhouse

Mostly hidden from our view, with F units that were still the primary power on OSL freights.

14 Standpipe

For delivering thick Bunker C fuel to the tenders of gas turbine electric locomotives.

15 Inspection pit

Where, among other tasks, locomotive brake shoes were changed. This one is interesting for having steel doors to cover it from rain, evidently carried over from steam days but still in use.

Information from Don Strack's UtahRails.net web page was useful in preparing item 8.



A hostler fills the tender of GTEL No. 25 with Bunker C oil. GTELS Nos. 1-30 were mated with modified tenders from retired 4-8-4s.



After buying GE's 1948 GTEL prototype, a single-unit B-B-B, UP ordered 25 similar units, delivered in 1954. Some, like No. 72, westbound at Potter, Nebr., had exterior side walkways.

A father's love and encouragement fueled a son's lifetime passion for railroading

BY JIM SHAUGHNESSY • Photos by the author

People often ask me, “What got you interested in trains?”

Like most rail enthusiasts who are asked this question, there was no single incident that comes to mind. St. Paul, a Roman citizen, became a Christian after being knocked off his horse by a bolt of lightning as reported in the Bible. I can't recall any such dramatic event in my case.

the OLD MAN

James A. Shaughnessy — my beloved
"Old Man" — watches a Central Vermont
4-8-2 depart Essex Junction, Vt., with the
southbound *Ambassador*.





One of the most thrilling experiences my dad and I shared was a ride in the cab of Rutland 4-8-2 No. 92 on the *Green Mountain Flyer* in 1949. At left, he looks ahead as fireman A. A. Dalto looks at the camera. In a quieter moment (above), No. 92 stands in the roundhouse at Rutland in November '52.

I usually credit my Uncle Con (Cornelius), who once worked as a steam locomotive valve setter for both the Delaware & Hudson and Boston & Maine. I knew him better as a safety engineer for the Hartford Insurance Co. He would occasionally take me along for the day on one of his inspection trips. We would sometimes stop at a railroad-related point of interest or meet an old railroad friend, and a detailed explanation of the operation at hand would fall on my eager ears.

Uncle Con's efforts certainly helped shape my interests, but in the long run it may actually have been my father, James A. Shaughnessy, who greatly influenced my lifelong passion for trains more than I had ever realized.

He was a stationary engineer, in charge of the power house and overall maintenance at a large institution in Troy, N.Y. Horizontal one-cylinder steam engines, built by the Ames Iron Works of Oswego, N.Y., generated the electricity, and big boilers provided the steam for the engines and all other needs of the complex. The operation involved coal- and ash-handling machinery, lubrication, feedwater pumps, and other equipment to keep the steam-powered generators functioning — doesn't this sound almost

like the needs of a steam locomotive? He knew steam, had worked with it, and had an appreciation for it as a living force.

In the late 1940s his job would occasionally take him west to Amsterdam, Little Falls, Herkimer, and Utica, and south to Binghamton. I would often go along for the ride and snap pictures out the window of the car as we drove along the New York Central's four-track "Water Level Route." There were frequent trains and all were steam-powered, mostly by 4-8-2s and 4-6-4s. On the D&H, I saw big 4-6-6-4s. This technique, and technology from a Brownie-type box camera, needless to say, did not produce photos of any worth — but was a start, and a thrill for a young boy. These poor results would lead to the acquisition of better equipment in the future. My father built a darkroom for me in our basement when I began photography more seriously.

Lionel trains were also a part of my

From his work at the power house, my father knew steam, and had an appreciation for it as a living force.

developing interest, not the usual circle of track under the Christmas tree, but an 8-foot square of $\frac{3}{4}$ -inch plywood, hinged in the middle to open like a book, occupying the dining room table. Certainly my mother's contribution to my railroad interest was her silent sacrifice of the entire use of the table, and room, for six weeks during the holidays.

A big factor in broadening my interest and knowledge of railroads was our family Sunday road trips. In addition to being pleasant rides through the countryside, they would often include locations where some type of train activity could be observed. Points visited included Whitehall, Chatham, Maybrook, and Oneonta, N.Y.; Rutland, White River Junction, and North Bennington, Vt.; and North Adams, Mass.

On one Whitehall visit my father got talking to the D&H terminal hostler, Henry Stewart, about various aspects of the work he was doing and ended up getting an invitation to ride with him in the cab of one of the big class K 4-8-4s he was preparing for a run south. We climbed up into the huge cab with Henry and marveled at the number and variety of the controls and valves required to



On a night when most parents would rather stay at home, my father drove me through a heavy storm so I could photograph the snow-clearing operations at Troy Union Station. Here he watches a track gang “burn out” the switches at one end of the station complex.

make this monster machine run. My father and I rode with Henry to the coal chute and the water stand, and helped him load ice and drinking water, clean waste rags, and an oil can on board before moving down to spot the locomotive on the ready track for the road crew to take over.

On the move to the ready track we passed the place where my mother was patiently reading in the car while my father and I were having the grand tour. Before we started down to spot the engine, Henry told me to sit up on the engineer’s seat and yank back a bit on the throttle — Henry, of course, was crouched behind me. The 235 tons of steel started slowly down the track past our car where my mother was sitting. You can imagine her surprise when she looked up and saw me at the throttle. How could I not be interested in trains?

A shorter drive, perhaps after dinner on a summer’s evening, was 7 miles south to Albany. There was a spot on Pearl Street where the NYC main line west passed close to the street. Here was where the Central’s famous name trains would start to tackle the 1.75-percent West Albany Hill. In the early 1950s, Hudsons and Niagaras led practically all the trains here.

Only the *20th Century Limited* rated diesels, a pair of E7s. Albany Union Station was only a short distance down the hill from this point, and departing westbound trains were almost immediately on the grade, and so were working wide open as they passed. All westbounds had pushers up as far as the West Albany shops, about 3 miles. By the time the 0-8-0 pusher engine passed us it seemed to be struggling just to keep up. The *Century* did not stop at Albany, and you could always tell it was coming as it crossed the upper Livingston Avenue bridge over the Hudson from Rensselaer on the line that avoided Albany Union Station. It started up the hill at Tower 3, only a short distance below us. We would usually stay until it got dark and the sight and sound of these great machines at night would only seem to make the moment more dramatic.

The Rutland Railway milk train, No. 88, started in Ogdensburg, N.Y., in the early morning and traveled across the northern part of New York to Rouses Point, then south down through the Champlain islands and west side of Vermont gathering carloads of milk as it went. By early evening it would be rolling south on the Rutland’s Cha-

tham Subdivision along the Little Hoosic River valley. My parents would drive with me the 20-odd miles east of Troy and wait at North Petersburg until No. 88 showed up about 7:30 p.m. One of the Rutland’s biggest engines, a class L 4-8-2, would be in charge because of the tonnage and grades encountered.

Once on the move, after a stop at the B&M diamond, the hogger would haul back on the throttle and all hell would break loose. We would drive along Route 22 for several miles with the roaring locomotive only yards to our left, whistle screaming for side-road crossings and with a flickering red glow up on the plume of smoke and steam overhead when the fireman opened the firebox doors.

During the late 1940s I got to know Harold Nichols, the Rutland’s chief dispatcher. One bright Sunday in April 1949 he kindly arranged for my father and me to ride in the cab of the *Green Mountain Flyer* from North Bennington to Troy. My mother drove us up to North Bennington, where we climbed up into the cab of 4-8-2 No. 92 as the *Flyer* rolled in and introduced ourselves to engineer Bernie Mangen and fireman Tony Dalto. They knew we were coming, and soon we were on the move. There wasn’t much conver-



Central Vermont 4-8-2 No. 601 brings the southbound *Ambassador* through Richmond, Vt., in July 1951. I took this photo during a weekend drive with my parents, Helen and James, who are standing by our family's 1950 Chevy. Two years later, the car was mine!

sation possible amid the sound and fury of a big steam locomotive rolling at 60 mph. It was a great thrill for a teenager, and my father was delighted as well.

When heavy snow fell, trackmen at Troy Union Station would set fires to “burn” (melt) the snow out of the many switches throughout the complex. I wanted to make some photos of this spectacular process. One night, in the middle of a considerable snowstorm, we piled camera, flashbulbs, and tripod into my father's Chevy pick-up and drove downtown to the station. Along with the switch-burning operation, I was lucky to get a nice image of a friend, John Moriarty, all covered with the heavily falling snow, holding his crossing guard's red kerosene lantern. This image has been a favorite of mine over the years and was on the cover of *TRAINS* magazine's December 1956 issue.

It was a productive evening until we started up Ferry Street hill on the way home. Much additional snow had fallen while we were at the station. Well, it was a question if we would make it all the way to the top. Finally the level roadway appeared through the falling flakes, and we were almost home.

My father bought a new Chevy Belair in 1953 and I was given the older 1950 car. This definitely changed things for the better, as I was then attending college and could take advantage of school vacations and other free times by driving to various destinations. By this time I was fully infected with the “Train Bug,” thanks to my dad's long and patient support of my interest. This new mobility enabled me to visit local areas of interest and farther destinations on my own, but I still relished the occasions when he could be with me.

On the day after Christmas 1953 we took off for a two-day exploration of western Vermont. We ended the first day in St. Albans and after a quiet dinner went down to see the southbound *Washingtonian* from Montreal enter and pause at the great trainshed covering the platforms at the station. After the last wisps

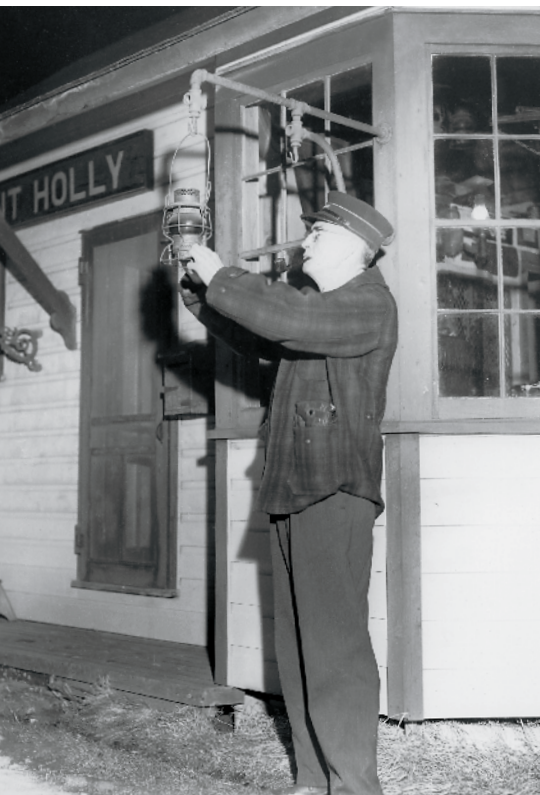
Having a car gave me freedom to travel alone, but I still relished the occasions when my dad could be with me.

of steam from the 4-8-4 disappeared, we retired to a comfortable old guest house.

The next morning dawned clear and cold, and after a breakfast involving maple syrup we saw, and I photographed, a grand display of steam locomotives working in cold weather under blue skies in St. Albans. We then worked our way south to Essex Junction with the local freight and milk train destined for White River Junction, led by a 2-8-0.

At Essex Junction we waited for the *Ambassador*, the day train that ran from Montreal to White River Junction on the CV. This train sometimes had a Canadian National 4-6-2 all the way, but usually rated one of the CV's four Mountain types south out of St. Albans — today it was No. 600. The train stopped under the old shed for 5 or 8 minutes to load passengers, express, and mail. We bade the *Ambassador* good-bye as it left town and swung to the east up the Winooski Valley toward Montpelier Junction. I pointed the car toward home, and as we drove we had a pleasant discussion of happenings on this trip and of many other great past experiences.

In the late winter and early spring of 1958 I arranged with the Rutland to pose



Playing the role of station agent, my dad poses for a photo in February 1961 at a building representing the Rutland's old Mt. Holly station, located on private land in Vermont.



A father's devotion! A night photo of a Rutland train on a bridge in May 1958 required the placement of numerous flashbulbs. The Old Man helped lay wire in the Walloomsac River.

its Rutland–Chatham freight train for a night picture on each of the two bridges over the Walloomsac River on B&M's North Bennington Branch. This involved lighting the scene with a number of flashbulbs, while the train waited. For the winter scene at North Hoosick, N.Y., Dad was one of six helpers who held portable flash guns with No. 50 flashbulbs and pushed the button on command.

The second photo, on a bigger bridge near the New York/Vermont state line in May, required a long wire to be strung the length of the bridge, partly across the river itself. Big No. 50 flash bulbs were inserted in sockets clipped on the wire at intervals, fitted with aluminum-foil-covered paper plates. When a toss of the wire — tied to a rock to give it enough weight to carry it across the water — failed, Dad removed his shoes, put on a pair of rubber boots, and waded across the river, pulling the wire with him. This was the procedure to accomplish a big night photo in the 1950s.

A retired businessman, C. Howard Nash, and his sister Marjorie Ludlow had several small outbuildings by their home in North Bennington, Vt., that he had converted into a small railroad museum.

Nash and his sister had contacts in the upper management levels of the D&H and Rutland and were able to gather quite a few items, including locomotive bells and headlights, switch stands, baggage wagons, and an old ball signal. They had one of the small buildings modified to represent a typical station, inside and out. They had the station signs from Mt. Holly — a stop on the Rutland's Bellows Falls Division — on it, complete with an agent's ticket window and telegraph key on a good reproduction of the bay window operator's desk. Dad and I went up there one night to do some photography, and he posed for photos as the Mt. Holly agent performing some typical duties the real agent would have done during his shift.

Looking back, there is no question in my mind who influenced — indeed, fostered — my interest in railroads and trains the most: my “Old Man.” Even photography would be included, as that was a natural extension to record and preserve the many encounters witnessed during my experiences.

If your father, or any close relative, encouraged or even just tolerated your interest in something that has been an im-

portant part of your life, don't hesitate — thank him today! Heed the words of the old Irish song “The Old Man”:

*I thought he'd live forever
He seemed so big and strong
But the minutes fly
And the years roll by
For a father and a son
And suddenly when it happened
There was so much left unsaid
No second chance
To tell him thanks
For everything he's done
I never will forget him
For he made me “what I am”
Though he may be gone
Memories linger on
And I miss him, the Old Man.*

My Old Man died in April 1966 at age 67. My memories of him often cross my mind and are more real now than they were then — but now I can't tell him or hug him. 📷

JIM SHAUGHNESSY, who still lives in Troy, N.Y., is an award-winning rail photographer. A book showcasing his work, Essential Witness, has just been published.

By train to the Railroad



Illinois Central 1880 Rogers suburban 2-4-4T 201 steamed across the stage during four daily performances of "Wheels a' Rolling" at the 1948 Chicago Railroad Fair. IC's 1926 electrification first retired her.

Barney L. Stone, Krambles-Peterson Archive

Fair



A 14-YEAR-OLD IOWA BOY RIDES A
ZEPHYR TO CHICAGO IN 1948 TO TAKE IN
RAILROADING'S "LAST GREAT SHOW"

BY RICHARD J. ANDERSON



CB&Q train 12 approaches Red Oak, Iowa, in March 1953 (top), looking much as it did when author Dick Anderson prepared to board in 1948 (left). In Chicago, he was intent on looking south to the Fairgrounds when his streetcar rumbled over the IC adjacent to Central Station (above).

Top: Bernard Corbin, Hol Wagner coll.; left, Richard J. Anderson; above, J. R. Williams, Krambles-Peterson Archive

A few minutes after 1 p.m. on Sunday, July 25, 1948, I was standing in a place as familiar to me as my own home: the brick platform of Chicago, Burlington & Quincy's Red Oak, Iowa, passenger depot. Dark clouds obscured the summer sun. I was facing west, focusing on a depression in the low hills on the horizon, where eastbound trains came into view as they approached on the Q's Denver–Omaha–Chicago main line. I was watching for train 12, the *Nebraska Zephyr*, due to stop at 1:18 p.m.

I had stood in this exact spot, at this exact time of day, often since the Burlington had reassigned its 1936 articulated *Twin Zephyr* trains to the Lincoln–Chicago run earlier in the year. Being able to see a stainless-steel *Zephyr* in Red Oak in daylight was a new experience. Much was different on this day, however. I was wearing the blue suit and striped necktie that were 14th-birthday gifts the previous March. My parents were awaiting the *Zephyr* with me. A carefully packed suitcase was beside me on the platform. I was not only going to watch train 12 arrive, I was one of the small group of people waiting to get on board. I was going to Chicago!

Early in the year, *TRAINS* magazine had run a news item about plans for a big railroad fair on 50 acres of Chicago's near South Side lakefront during the coming summer. "I sure wish I could go to Chicago next summer for a visit with Uncle Matt and Aunt Helen," I said to my folks, mentioning the Railroad Fair only indirectly, but my mother quickly understood what I wanted to do. She wrote to her brother, my Uncle Matt Bach, who replied with a welcoming response. I had saved money, almost enough for the round-trip coach fare. The Chicago Railroad Fair would be opening on Tuesday, July 20. I began counting the days until the Sunday when I would depart. By age 14 I had ridden plenty of trains, but all were equipped with heavyweight cars. This would be my first trip on a streamlined train. "You should wear your new suit," Mother said, "because you will be riding the *Zephyr*."

On-time to the minute, a Burlington E7 rolled the stainless-steel baggage car and seven gleaming articulated passenger cars to a stop. My Baby Brownie box camera enabled me to record the *Zephyr*'s brief presence. I got on board and went into a coach, getting my first look at the inside of a streamliner.



Among the modern equipment that impressed Anderson was American Car & Foundry's lightweight Talgo train, the power unit and a couple of cars of which are pictured at the 1949 Fair, an encore dictated by the popularity of the 1948 event, in which 38 railroads participated.

Barney L. Stone, Krambles-Peterson Archive



A replica of Car 9, the first Pullman "sleeping coach" that ran on the Chicago & Alton, and Baltimore & Ohio's baggage car 10 stand off-stage, decorated to represent the 12-day Washington, D.C.-Springfield, Ill., 1865 Abraham Lincoln funeral train in the "Wheels a' Rolling" pageant.

George Krambles, Krambles-Peterson Archive



Rock Island's year-old sleeper-observation car *La Mirada*, built by Pullman-Standard for the stillborn *Golden Rocket*, provided the backdrop for Anderson's "official portrait" (right). In a few years, he would ride the car in lounge service on the Chicago-Denver *Rocky Mountain Rocket*.

Car display, Barney L. Stone, Krambles-Peterson Archive; author standing by car, Helen Bach





Soft pastel colors adorned the interior; the seats were upholstered in colorful yet subdued hues. The windows had curtains, and I took a window seat to the left of the aisle. Had I been a 14-year-old of today, I would have said, “Awesome!”

I settled back in my reclining seat, timetable in hand so I could anticipate our meeting westbound passenger trains. We would encounter the *Exposition Flyer* between Ottumwa and Burlington, Iowa, and the *Denver Zephyr* between Galesburg and Chicago. After the *Flyer* passed, I went to the dining car for an early chicken dinner so I would not miss our at-speed meet with the *DZ* after Galesburg. Also, I would have to remember to tell my mother that, indeed, all the men patronizing the diner wore jackets and ties. There was much to see in twilight as we clattered over switches and crossings nearing Chicago. Once into Union Station, I was reminded that the Alton Railroad had recently become part of the Gulf, Mobile & Ohio by the presence of its brilliant red passenger diesels.

CHRISTMAS IN JULY

The next day was Rock Island Day on the Railroad Fair schedule, but for me it was Christmas in July. Aunt Helen and I rode to the Fair by streetcar. She didn’t hesitate to say that after I learned the routes and where to change streetcars, “There is no reason you could not make the trip by yourself on other days.” She and Uncle Matt worked long days as proprietors of the Eat More Sandwich Shop on the North Side, near the corner of Clark and Halsted streets, a half mile south of Wrigley Field. I would be pretty much on my own the next four days.

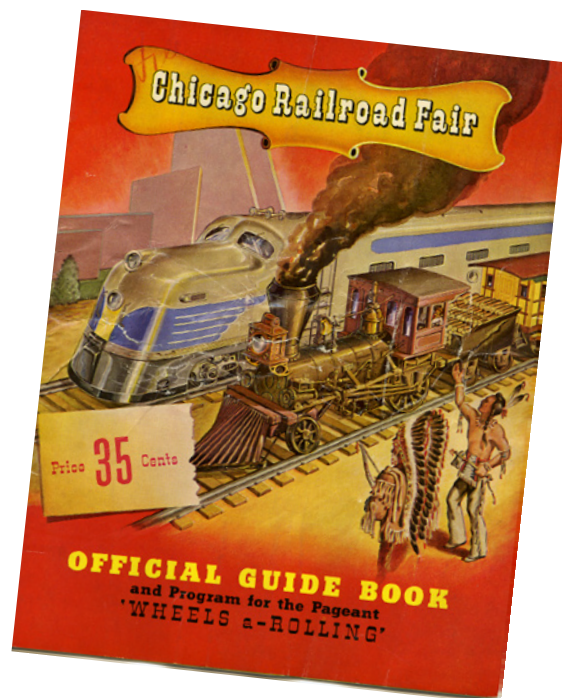
Our streetcar approached the lakefront on a viaduct that spanned Illinois Central tracks by its Central Station plus the southbound and northbound lanes of Lake Shore Drive. Nor-

mally I would’ve concentrated on the IC rolling stock beneath us, but this day my eye was fixed to the south, on the huge yellow sign that marked the main entrance to the Railroad Fair’s site at 23rd Street. We each paid a quarter at an entrance turnstile, and Aunt Helen bought me a copy of the Fair’s *Official Guide Book* (opposite page), which was extremely helpful as we spent several hours navigating through various exhibits.

The Fair, held to celebrate 100 years since the first train ran in Chicago, on Chicago & North Western ancestor Galena & Chicago Union, occupied Burnham Park, east of Lake Shore Drive on Lake Michigan between 21st and 31st streets. Its origin and development, which took place over only six months, is generally credited to C&NW Public Relations Manager F. V. Koval. It was such a success that an encore was staged in 1949.

“You’ll be coming back here again more than once, Dick,” Aunt Helen reminded me, “so today let’s look at things I find interesting, because this will probably be my only day here.” I agreed, of course. She had been supportive of my interest in trains all my life. She was no railfan, but that summer Monday was not a day of boredom for her. “I would love to go to New Orleans someday,” she remarked as we walked down the Crescent City street that had been constructed as Illinois Central’s exhibit. We also spent time at the replica of the geyser Old Faithful, part of the large Western Vacationland area set up by the Burlington, Great Northern, and Northern Pacific. Aunt Helen and Uncle Matt would later retire to Stuart, Fla., but I doubt she thought of that as we inspected the Sunshine State as reproduced at the Fair by the Chicago & Eastern Illinois.

We also spent a lot of time in Santa Fe’s Native American pueblo. We talked with some of its occupants, who had been brought in from the Southwest by the railroad. That afternoon,



Rio Grande 1882 Baldwin 2-8-0 268, pictured at the Fair in 1949 (left), hauled Burlington-rebuilt cars on the 3-foot-gauge 1870s-motif Deadwood Central as an end-to-end Fairgrounds shuttle. Anderson deemed the Guide Book (above) "extremely helpful."

Top left, H. M. Stange, Krambles-Peterson Archive; above, CLASSIC TRAINS coll.

we were in the 5,000-seat grandstand for one of the four daily performances of the "Wheels a' Rolling" pageant, captivated for an hour and a quarter by the American history lesson taught by Edward Hungerford's script and actors, some human and others on flanged wheels. The pageant cost us each 60 cents, which in those days would more than buy you a pretty good lunch at the Eat More Sandwich Shop, but Aunt Helen deemed the "Wheels a' Rolling" admission as money well spent.

I returned to the Fair alone the next day. As a CB&Q fan, I was on the watch for its contributions. It was a sponsor of the 3-foot-gauge Deadwood Central train that ferried patrons from one end of the grounds to the other, and I rode it twice. I was a bit disappointed that Burlington had combined with the other Hill roads in the Western Vacationland exhibit, but was more



The sign next to displayed Santa Fe streamlined passenger cars featured a rendering of a Baldwin "Centipede" gas turbine dolled up in the railroad's "Warbonnet" color scheme! The two Eastern giants' contributions included a PRR GG1 electric and NYC 4-8-4 Niagara 6007.

Two photos, Richard J. Anderson





Virginia & Truckee's *Genoa*, playing Central Pacific's *Jupiter* (left), and *William Crooks*, built for Great Northern ancestor St. Paul & Pacific, pose off-stage.



B&O's 4-4-0 *William Mason* of 1856 is ready to portray the Lincoln funeral train. At left is Nickel Plate 2-8-4 769.

Two photos, George Krambles; Krambles-Peterson Archive

than gratified by the prominent role of the *Pioneer Zephyr* in "Wheels a' Rolling." I saw for the first time a lot of rolling stock I'd seen only in pictures or had read about: Chesapeake & Ohio's coal-burning steam turbine electric, a Pennsy GG1, GM's *Train of Tomorrow*, and ACF's experimental Talgo train.

I spent more than an hour examining the O-gauge model layout in the Eastern Railroads exhibit, making sure to remember to tell my acquaintance Bernard Corbin about it when I got home. (Corbin, of Red Oak, became well known as a photographer, author, and historian, but was also an O-scale modeler.)

It was a treat to peer through a fence at the storage tracks on either side of the "Wheels a' Rolling" stage, where replicas

of old engines and trains and working examples of new ones were shuffled back and forth as the show progressed. I was pleased to see CB&Q K3 No. 637. Built by Rogers in 1892, the 4-6-0 was still powering branchline trains out of Red Oak when selected for Railroad Fair duty. Later in the day, a stranger offered to take my picture as I stood in the cab of the *General*, of Civil War "Great Locomotive Chase" fame. I thanked him for the kindness as I handed over my Baby Brownie.

NOT ENOUGH TRAINS?

I got a bit grumpy as I spent those warm summer days at the Fair. Too much tourist stuff, I thought — rodeos, geysers,



Santa Fe gave saddle tank 0-4-0 2419 a "Western look" as No. 5 for the Fair and named her *Little Buttercup* for a character in the operetta *H.M.S. Pinafore*.



This 1948 photo at the pageant's main entrance "tells it all." The name sometimes used a hyphen, not an apostrophe.

Two photos, Barney L. Stone, Krambles-Peterson Archive



Both the *Pioneer Zephyr* (above) and still-active K3 4-6-0 637 had roles in the pageant, thrilling the author, foremost a Burlington fan.

Two photos, Barney L. Stone, Krambles-Peterson Archive

pueblos, New Orleans streets, and the like. There should have been more trains! I could have rattled off a long list of railroad favorites that should have been added to the displays. In recalling the experience decades later, though, I think those who planned and developed the Chicago Railroad Fair got it right. When Aunt Helen and I attended together, our interests were different, but I bet there were many more Aunt Helens in the Fair's total attendance than railfans such as her nephew.

Aunt Helen came away from the Fair that Monday with a positive feeling. She'd had an interesting and enjoyable time. It's not too far-fetched to think that her good feeling about the Fair might have resulted in a good feeling about railroads as well, and better feelings about railroads might have become more tickets sold and more products shipped by rail. In many ways the railroads of 1948 were still deep in postwar optimism about the future, but industry leaders and others who were people of vision already knew that change was coming.

I spent 35 cents at the Fair to buy the August 1948 *TRAINS*. The entire issue was about Chicago. (I used it as a guide in spending one day that week visiting every major Chicago passenger station, but that is another story.) The news section was full of progress accomplished and big plans for more. The Monon had become profitable after two years of aggressive and imaginative leadership by John W. Barriger. Southern Pacific had bought 75 new cars from Budd to streamline the *Sunset Limited*. Louisville & Nashville had added Pullmans to the consist of its *Humming Bird*. And so forth.

In retrospect, though, there were also stories that I would see as the beginnings of a different railroading era: a planned merger of C&O, NYC, and Virginian; abandonment of the entire Midland Terminal in Colorado; commuter trains referred to as the railroads' "problem children." At age 14 I'd already noticed that evening after evening when Burlington's branchline train got back into Red Oak from Hamburg, there were seldom any passengers on it. I wondered how long such a ser-



vice might last. I didn't even dream that a whole lot more than branchline passenger accommodations would not last long.

In October 1948, I wrote a high school English class paper about the Chicago Railroad Fair. It had three parts: the Fair's portrayal of the history of railroading and its place in the history of the nation; a portrayal of the railroads' importance for current life; and hints of what developments such as Talgo and diesel freight locomotives meant for the future. My paper was way off the mark in many ways about the future of railroads, but not completely inaccurate. Trains known as Talgos operate today in the Pacific Northwest; diesel units are still at the head end (and in the middle and at the rear) of freight trains. I am still enthused by railroad-related experiences of the past even as I am enthused by the railroading I see and experience today. And I have long been grateful to my wonderful aunt and uncle, Helen and Matt Bach, who opened their Chicago home to me for a few days in 1948 so America's railroads could teach me so much, and entertain me so thoroughly, at the wonderful Chicago Railroad Fair. ■

RICHARD J. ANDERSON, an "inveterate train rider" who counts CB&Q and RI among his favorites, is retired from a career as an Episcopal priest. This is Dick's seventh byline in a CLASSIC TRAINS publication. He lives in San Diego, Calif.



Artistic license

My early memories of steam were made visible thanks to the work of a great artist — and treasured friend

BY CHRIS BURGER • Artwork by Gil Reid



Over the course of my almost 40 years in the railroad industry, as well as the time before and afterward,

I've been fortunate to know and get help, support, and inspiration from a lot of people who loved railroading. Many were fellow railroaders, but many were not. One of the latter was the well-known railroad artist Gil Reid, who died in 2007.

Over his long career, Gil illustrated every aspect of railroading: steam, diesel, electric, streetcars, interurbans,

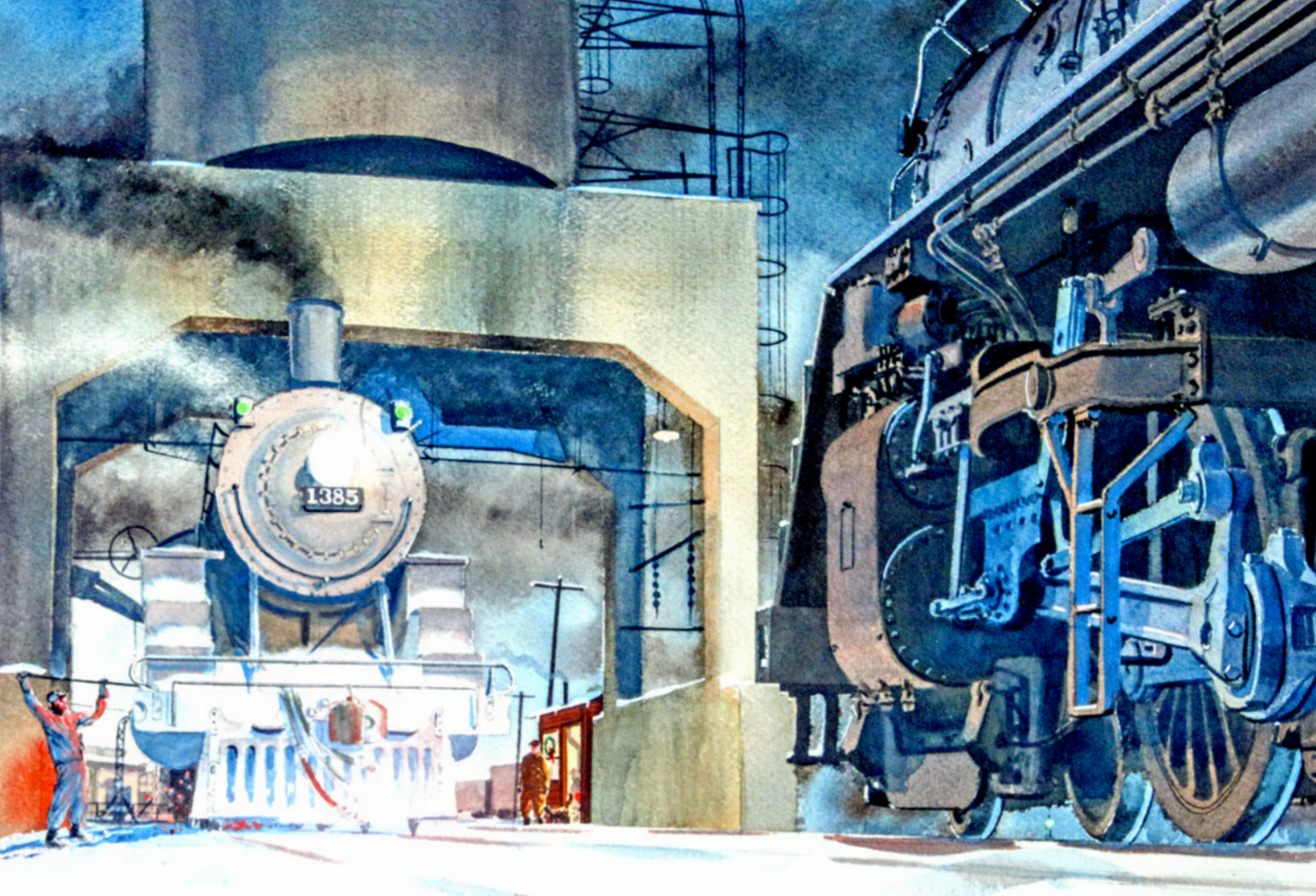
limiteds, locals, hotshots, way freights, depots, towers. You name it, Gil did it. He was on the art staff of TRAINS magazine for more than two decades and was Amtrak's calendar artist for years as well. His true love was steam, however, and mine was too.

While steam locomotives are fascinating, photogenic, romantic, and all the rest, I'm glad I never had to make my living on one. I was able to work steam into my career on the railroad, though, because I felt, correctly as it turned out, that a corporate public rela-

Oiling Around, 1982 ↓

This one needs a little explanation since none of the locomotives of my youth is pictured. I had asked Gil for a painting showing New Haven 1312 at a station stop with Otis Sweet oiling around and me with my Brownie Hawk-eye camera taking his picture. When it was preliminary sketch time, Gil said he had a surprise for me, and this was it: a New York Central Hudson. His rationale was that my first railroad job was on the NYC and, after all, there I was in the picture with my camera at the small-town station stop. It was hard not to love the piece, and after extracting a promise for a later one featuring NH 1312, I told him to go ahead. Gil later used it to kick off his "Emperors of the Road" print series, and I recall him telling me it was his best seller.





Pit Stop, 1984 ↑

The North Western's steam program featured Mid-Continent Railway Museum's C&NW 4-6-0 No. 1385, so this piece represents the result, rather than the beginnings, of my "thing" for steam. The 1385 and a C&NW H-class 4-8-4 are facing off at some unnamed engine terminal. We had a tough time coming up with where this could have been, as the 1385 was thought to have spent its career in northern Wisconsin and Upper Michigan, territory off-limits to the heavy H class. But on the railroad, especially in the steam era, anything could happen, so perhaps the 1385 and an H did meet. This piece was done for our family's 1984 Christmas card. Previous paintings for that purpose had included the four of us in some pose on the railroad. In this case we couldn't come up for a reason for my wife and daughters to be at an engine terminal, so we settled for including our cat "Casey," prowling around the shanty.



Sweet Memories, 1999 ↑

Here's the fulfillment of Gil's 1982 promise. New Haven 1312, with Otis Sweet at the throttle, is leaving Boston's South Station with Saturday-only train 917 for Blackstone, Mass. Not far behind at the left, New York Central's (Boston & Albany to the locals) *New England States* is on the move too, with a 600-series Hudson on the point. In the background you'll see a C&NW express boxcar and a Central Vermont milk car, thereby including in the scene all the railroads of my career, taking into account that the network of my Indiana shortline employer included some former NYC lines. Gil came up with the "Sweet Memories" title.

How It All Began, 2002 →

One of the very few things Gil and I disagreed on was the aesthetics of Pennsylvania Railroad steam locomotives. He loved them; I didn't. That being the case, he jumped at this chance to paint Long Island No. 35, one of LIRR's PRR-designed G5s Ten-Wheelers. It was one of the last operating steam locomotives on the railroad, and was one of the two LIRR G5s engines to be preserved. We knew the G5s locomotives were primarily passenger power, but surely they strayed into freight service from time to time. That's Grandpa and me on the ground watching the action. I remember being fascinated by the Long Island's DD1 side-rod electrics, which were used on the line too, so we decided to include one on the point of a Christmas mail extra.

tions "good will ambassador" program involving steam would be effective. My superiors agreed with me when I, as manager of the Chicago & North Western's Wisconsin Division, proposed such a program utilizing the Mid-Continent Railway Museum's prized C&NW Ten-Wheeler No. 1385.

My love of steam began when I was a boy. After my family moved to Massachusetts in 1947, my dad commuted between Endicott station in Dedham and his job in Boston's Back Bay area on the New Haven's "Midland" line. Prior to the move, my exposure to steam had been on the Long Island Rail Road, but in 1947 the New Haven's commuter and Boston-Hartford passenger trains, as well as some of the freights, were steam-powered. One of the engines that I saw often at Dedham, I-2 Pacific 1312, assigned to engineer Otis Sweet, was one of the last New Haven steam locomotives in regular service. I had come to know Sweet, who handled my dad's trains, and I rode with him a number of times on the 1312 as well as on the DL109 diesels that replaced her. Heady and unforgettable stuff for a boy of 12!

My first steam locomotive cab ride, however, wasn't on the 1312 but on another New Haven engine, J-1b Mikado 3023 on train BX-21, the triweekly Hyannis-Provincetown local, known as "The P'town." In the mid- to late 1940s our family rented a cottage on Cape Cod Bay in East Brewster for a week or two each summer. From there it was a short drive over to Orleans where the P'town almost always had work. On my 10th birthday I was treated to a ride while the crew spotted a car or two of lumber and retrieved an empty hopper from the coal trestle. The engineer let me sit in his seat while he perched on the cab window armrest. My job was to ring the bell.

My parents had given me a print of Gil Reid's painting *Noonday Water Stop* when I was 10 or 12. Gil and I first met in 1967 at an art show in Madison, Wis., when I was C&NW trainmaster there, but it wasn't until 1977, when I was division manager and stopped by his studio not far from my office in Milwaukee one day at lunchtime, that we began a friendship and artist/patron relationship that lasted 30 years. Gil created artwork for the Burger family and for the various railroads that employed me over the subsequent years.

During my working years, our artwork was based, location-wise, on my job at the time, but set in the steam era. While I'm not a historian, I don't think anyone can work in the railroad business for long without developing an appreciation for its history and role in developing the nation. Fostering that was one of Gil's and my goals.

When the North Western launched its steam program in 1982, I started thinking about and looking for pictures of the locomotives that sparked my early interest. I'd been too young for photography in the 1940s and early '50s, and the family photo album wasn't much help. The solution was Gil. I told him what I had in mind, and the five accompanying images, presented in chronological order of their creation, are the result. ■

CHRIS BURGER, retired since 1998, lives in north-central Indiana with his wife Rita. This is the second entry in his "The Best of Everything" retrospective series.



The P'Town, 2004 →

Everyone knows the story of the Pilgrims and Plymouth Rock, but not that they first landed at Provincetown on Cape Cod. After landing on November 11, 1620, exploring the area, and skirmishing with the local Indians, they sailed across Cape Cod Bay to settle in Plymouth. The 250-foot-tall granite monument in Gil's painting was built in 1910 in Provincetown to commemorate this history. The Old Colony Railroad, a New Haven predecessor, completed the line to Provincetown in 1873. About 75 years later in our scene, maybe the same day as my cab ride on the 3023 (recorded in the photo above), the P'town's engineer is oiling around in preparation for the return to Hyannis with fresh fish and other traffic. The outer half or so of the Provincetown line was abandoned in the 1960s. Too bad, as it would have made a great tourist pike.



1 train 2ce



The 1963 *West Virginia Centennial Special* consisted of nine cars from four railroads. Steel sheathing added to the sides gave the cars a uniform appearance. Nearest the camera is PRR heavyweight sleeper *Urbana*.

West Virginia Archives

This is the story of eight baggage and Railway Post Office cars and one old Pullman sleeper, all donated or loaned by four railroads, that helped two states 1,500 miles apart celebrate their centennials in consecutive years, 1963 and 1964. The nine cars started from Washington, D.C., in May 1963 for a statewide summer tour through West Virginia. Less than a year later, they circled through Montana for a month, and then embarked on a trip to the New York World's Fair, then headed

back west. At Minneapolis, four of the cars continued on to the Treasure State while the other five went back to New York later in 1964. There, they remained as part of Montana's World's Fair exhibit until it closed in fall 1965. Remarkably, at least seven of the nine cars survive today.

Consultant Alfred Stern of New York City conceived West Virginia's centennial train in 1958, citing the success of one that toured Minnesota in conjunction with that state's 100th anniversary the same year. Minnesota's train con-

Centennials

How West Virginia's
1963 Centennial
Train became
Montana's in 1964

BY ALAN BYER



sisted of nine cars, donated by the state's railroads; six contained exhibits, while the others housed personnel and carried supplies and equipment.

On March 28, 1961, the West Virginia Centennial Commission met in Charleston, the capital, with representatives of the Baltimore & Ohio, Chesapeake & Ohio, and Norfolk & Western railroads. The meeting resulted in creation of the Centennial Train Committee, which consisted of executive representatives of those three roads plus the Western Maryland. It was chaired

by C&O Central Regional Manager Erle Rucker, who enlisted additional members, including some from the Pennsylvania Railroad. The expanded committee met for the first time on August 10, 1961. Participants left Charleston with a mandate to secure, by loan or donation, a nine-car West Virginia centennial train.

In early 1962, the commission explored several leads that wound up as dead ends. Executive Director Carl Sullivan approached the B&O about touring the state with historic equipment

In 1964 the cars became the Montana Centennial Train, Their exteriors decorated with paintings of Montana scenes, they toured the state before venturing to the East Coast on a 13-city trip.

Gladys Fly, Howard Fly coll.

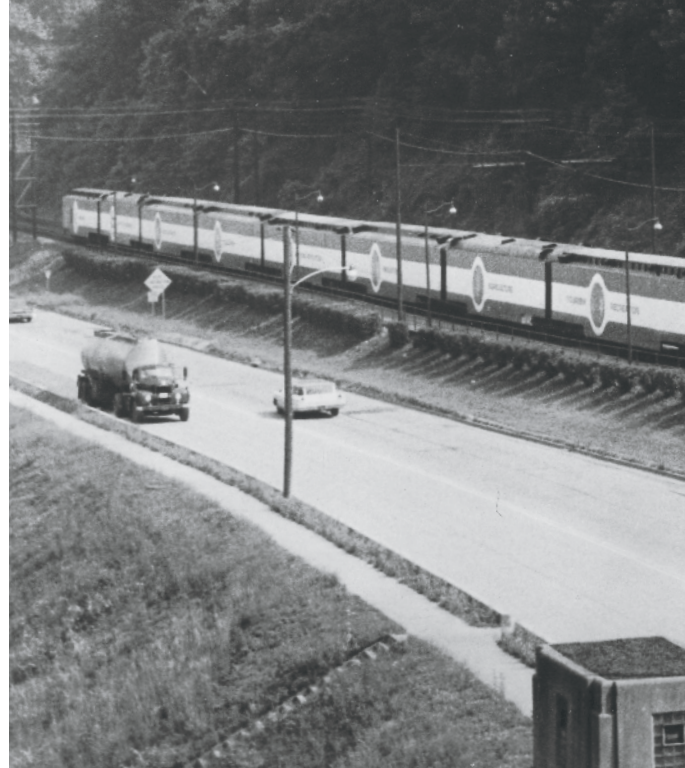


The West Virginia Centennial Special's nine cars were modified for exhibition service at an Owens-Illinois Glass plant near Charleston.

West Virginia Archives

Middle: A C&O Alco switcher moves the cars from the glass plant to the road's Charleston station on a pre-view/shakedown run on May 9. Next to the engine is the PRR sleeper; at the far end is the NYC baggage car.

West Virginia Centennial Comm.



from the road's museum collection in Baltimore. Citing financial difficulties, B&O declined.

Sullivan felt that a steam locomotive should pull the train, and negotiated with C&O about that possibility. First, C&O turned down an offer by Chicagoan Richard Jensen, owner of former Grand Trunk Western 4-6-2 5629, in Chicago, to use it. Sullivan then turned to John Killoran, a well-known rail historian and unofficial (and unpaid) public relations director for the Buffalo Creek & Gauley, a West Virginia short line that still used steam. Sullivan secured from Killoran the donation of BC&G 2-8-0 No. 13 for the centennial train, but despite Sullivan's impassioned pleas, C&O declined the offer.

Even minus steam, as spring 1962 turned to summer, West Virginia's railroads responded, and before long, the centennial train's rough outlines began to take shape. C&O agreed to donate three cars, initially described as baggage cars, but they were in fact combination baggage-Railway Post Office cars, Nos. 78, 79, and 80. For their part, both B&O and N&W agreed to donate two baggage cars each. Another Mountain State road, New York Central, first agreed to provide two baggage cars but, citing financial difficulties, cut its offer to only one; Pennsy agreed to loan heavyweight Pullman car *Urbana*.

Bill Bolden, retired manager of the Charleston Civic Center, was named Chairman of the West Virginia Centennial Train Committee, and Harold Lydick, recently retired after 47 years with B&O, was named Trainmaster.

DÉCOR AND SCHEDULE

The Commission hired an engineering firm, Robinson-Capsis-Stern Associates of New York City, to design the interior and exterior changes

to the nine cars, and that firm soon provided drawings that were circulated to the railroads and Interstate Commerce Commission for approval and comment. All eight of the head-end-type cars arrived in Charleston in February and were moved into an indoor maintenance space provided by Owens-Illinois Glass at its Kanawha City facility near downtown Charleston.

Robinson-Capsis-Stern first had to respond to design changes required by the ICC, but work commenced early in March. The interiors were readied for installation of the displays, a sheathing of paintable corrugated steel was applied to the exterior of each car, and all eight were painted inside and out. The NYC car was prepared for installation of a Caterpillar 125 kW generator, enough capacity to provide electricity for the entire train.

At the same time, Committee Chairman Bolden and his staff worked out a tour schedule that encompassed the entire state, and mailed out siting questionnaires to local railroad representatives. This was to ensure that adequate clearances, siding space, amenities, and hookups were available at every display stop. As a result, some stops were eliminated and others added, and stays were extended at yet others to make up for nearby cancelled stops. According to what was thought to be the final schedule, the train's tour would begin with a sendoff ceremony in Washington, D.C., on May 31 and, after 50 stops, all in West Virginia, would end at South Charleston on September 2.

Later in March, displays were moved to the Owens-Illinois plant for installation in one of the seven exhibit cars, whose themes were: History and Heritage, Arts and Crafts and Folklore, Education, Natural Resources, Industry, Agriculture,



and Tourism and Recreation. The generator car would also serve as entry point for the train's visitors, and half the car would be devoted to an exhibit introducing guests to the rest of the train. Perhaps the most important exhibit would be President Lincoln's Statehood Proclamation that created West Virginia, which had been part of Virginia, as the 35th state in 1863; this priceless document, loaned by the National Archives, would require round-the-clock guards.

PRR sleeper *Urbana* arrived at the Owens-Illinois plant in mid-April, and crews installed the exterior sheathing while installation of the exhibits continued in the other cars. By early May, work was far enough along that Bolden suggested to C&O that a test run should be made from Charleston to Huntington and back. The road agreed, and on May 9 a C&O switcher moved all nine cars to the Charleston station, where the public had been invited to view them. A C&O crew with two E8s arrived and coupled to the train, then pulled it 50 miles to Huntington, where they paused long enough to allow that city's residents to take a look. The crew ran the E8s around the train and returned to Charleston. The entire movement was made without incident.

MOUNTAIN STATE ODYSSEY

Work continued at the Owens-Illinois plant right up to the planned May 29 departure date, and workers were still putting on the finishing touches when a switcher pulled the train down to C&O's Charleston station. There, in a brief ceremony, West Virginia Gov. Wally Barron's wife Opal christened the *West Virginia Centennial Special* with a bottle of champagne.

To save money, the Centennial Train Committee had decided the cars would move in reg-

ularly scheduled freight trains; getting them to their first display site, Washington, would be the first test. Early the next morning, the cars departed on C&O freight 94. Aboard dormitory car *Urbana* were 12 college students, the first two-week rotation of the 24 chosen from hundreds of who had applied to staff the train, along with Trainmaster Lydick, veteran Pullman porter C. W. Monroe, and diesel mechanic Guy Nicholas. The cars arrived at Potomac Yard in Alexandria, Va., late the next evening.

Early on the morning of May 31, a B&O switcher moved the cars across the Potomac to a siding at 14th Street, near the Bureau of Standards, and added a fully staffed B&O dining car to the consist. Following another dedication ceremony, officials of the participating railroads and West Virginia's Congressional delegation retired to the dining car for a traditional Mountain State breakfast of buckwheat cakes and sausage. For the first time, the exhibit cars were opened to the public and, by all accounts, that day's nearly 800 visitors were pleased and impressed.

That evening, the cars departed in a B&O freight bound for the first West Virginia stop, on June 1 at Charles Town, in the state's eastern panhandle just across the Maryland line. After months of planning and preparation, the three-month Mountain State tour was under way!

It did not begin well. After the Charles Town stop, B&O pulled the train back into the Brunswick, Md., yard to prepare it for the next day's stop, Martinsburg, W.Va., and the 16 staff members (now including West Virginia state policeman J. C. Ramsburg, brought on board to safeguard the Statehood Proclamation) detrained for dinner. However, the restaurant lined up by the Charles Town Kiwanis club refused to serve the

At display stops, the public entered the train through the NYC baggage car, which also carried the train's power generator. More than 319,000 people toured the cars at 58 towns and cities. This is Buckhannon, W.Va.

West Virginia Archives

West Virginia Centennial Special 1963



party's two African-Americans (one of the college-student guides and Pullman porter Monroe). Trainmaster Lydick made some telephone calls, and soon arranged transportation for all 16 to the Turf Club at the Charles Town Racetrack, where all were served.

Throughout the summer, the train crisscrossed West Virginia. In Huntington, from July 24 to 26, the nine cars were joined for Railroad Days by equipment from C&O's historical collection. Included were some of the road's newest freight cars, and the Western & Atlantic locomotive *General*, which had been reclaimed by the Louisville & Nashville from its Chattanooga, Tenn., display site for touring under its own power. The historic 4-4-0, as usual towing the wooden L&N "Jim Crow" combine with which it toured, steamed west from the Owens-Illinois plant in Charleston to reenact the arrival of the first steam locomotive in Huntington in 1873.

On August 4, trainmaster Lydick reported that, while the *Centennial Special* had been climbing a 3-percent grade on the B&O near Flatwoods on August 2, the coupler yoke on one of the N&W cars broke and lodged under the following car's lead truck. A crew removed the broken coupler, and B&O moved the cars to its shop in Cowen. There, after a delay to obtain the correct part from N&W, a B&O crew replaced the coupler and managed to move the whole train to the Cowen display site almost on schedule.

August 7 found the train in the state capital, and 18 days later, in Hinton, Trainmaster Lydick reported what would be the second, and last, operating incident for the tour. According to Lydick, the engineer on a C&O switcher handled the train so roughly that, at the next stop, Bluefield, on August 26, the generator was inopera-

ble. The diesel repairman managed to make repairs on-site, but opening the exhibits was delayed for a few hours.

Midway through the tour, Bolden and his staff had been forced to cancel two stops, August 30 at Smithburg and August 31 at Pennsboro, both on the B&O near the Ohio River, and arranged a stopover at South Portsmouth, Ky., on the C&O, for the same dates. Except for the inaugural visit to Washington, that would be the only out-of-state stop.

Following the last stop, South Charleston on September 2, all nine cars were moved back to the Owens-Illinois plant where the displays would be removed. Over the course of three months and 58 stops, more than 319,000 people had toured the exhibits; by all accounts, the *West Virginia Centennial Special* had been a success!

PARTY'S OVER — NOW WHAT?

Back in March, Chairman Bolden already was exploring how the Centennial Commission could dispose of the nine cars. He contacted the two states that would be celebrating centennials in 1964, Nevada and Montana, and before long the latter responded that it might be interested in buying the train. (Montana became a U.S. Territory in 1864 and gained statehood in 1889.)

In December 1961, Howard Kelsey, a onetime "Marlboro Man" for television commercials and owner of the Nine Quarter Circle Ranch near Yellowstone National Park, wrote to William Burke, General Passenger Manager of the Burlington Route in Chicago. Montana Centennial Commission Chairman L. W. "Uppy" Upshaw had asked Kelsey to contact Burke to obtain preliminary financial information for a promotion they had discussed for Montana's 1964 Territori-

al Centennial celebration. The train, Kelsey said in his letter, “is presently being considered by Mr. Upshaw as the focal point of the entire centennial promotion.”

“It is tentatively proposed,” Kelsey continued, “that this special train be made up for a Billings departure sometime in late March or early April of 1964.”

Kelsey, by then Chairman of the Montana Centennial Train Committee, visited Charleston on April 17 and, at a Montana Territorial Centennial Commission meeting in Helena three days later, recommended they begin negotiations to purchase the West Virginia train.

Both commissions agreed to meet in Helena in June 1963 to finalize the agreement. A West Virginia delegation traveled to Montana and, on June 25, Chairman Bolden signed over the seven cars owned by the state for a total of \$40,000. In addition, the West Virginia delegation agreed to work with NYC and PRR to extend the loan of the generator car and Pullman *Urbana* to Montana for the duration of that state’s celebration.

The train’s future was ensured for at least another year!

MONTANA MODIFICATIONS

With the West Virginia tour completed and a crew removing the displays in Charleston, Chairman Bolden and his wife embarked on a

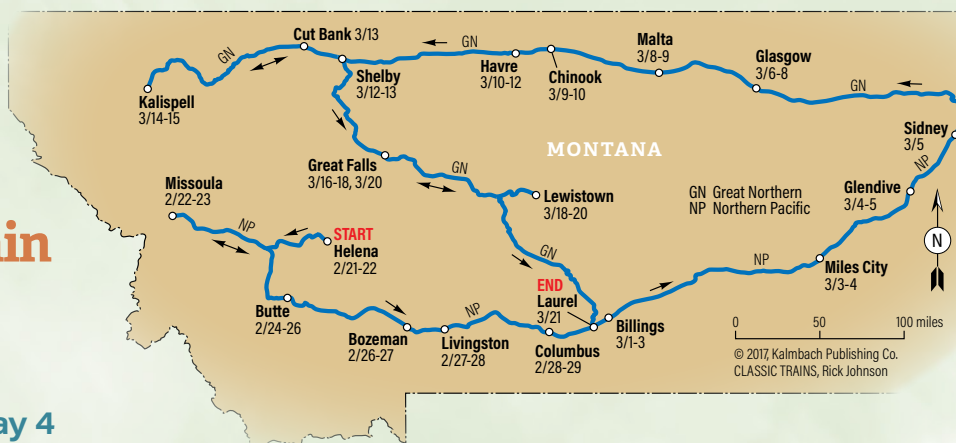
long-delayed vacation to Hawaii. Meanwhile, Howard Kelsey announced his intention to visit Charleston in early September to take possession of the train, which he did.

The nine cars arrived in Billings on October 5 and were moved into Northern Pacific’s roundhouse at nearby Laurel. Montana planners had hired Bill Bolden to oversee conversion of the cars and installation of displays, and he arrived in Billings as soon as he and his wife got back from Hawaii. His six-man crew immediately began refitting the baggage and baggage-RPO cars, three for exhibits, three for horse stalls, and one (equipped with large end doors for ease of loading) for wagons and other vehicles. All nine were repainted into blue, gold, and orange. On December 23, NP moved the three exhibit cars to its Helena shop. Although Robinson-Capsis-Stern had approached the Montana Centennial Commission, Bob Morgan of the Montana Historical Society took charge of installing the displays.

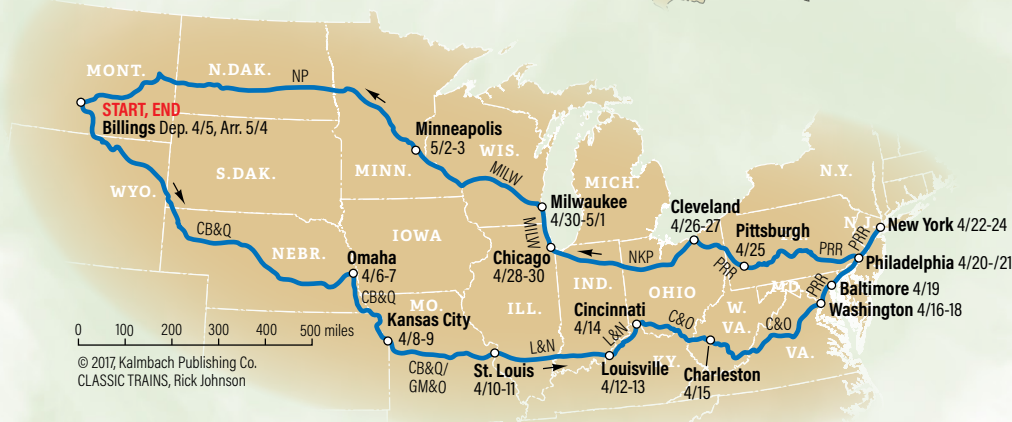
Montana was planning a 30-day, 16-stop tour that would take the centennial train to New York and other East Coast cities. The venture would be funded partially by selling accommodations in 13 Pullman cars (each holding 21 travelers) to people interested in making the trip. In addition to the nine ex-West Virginia cars, the plan was to include a second dormitory car for train personnel, an NP Holiday Lounge car, and a Burl-

Montana tour, February 21–March 21

Montana Centennial Train 1964



Eastern swing, April 5–May 4



C&O Chesapeake & Ohio
CB&Q Chicago, Burlington & Quincy
GM&O Gulf, Mobile & Ohio
L&N Louisville & Nashville
MILW Milwaukee Road
NKP Nickel Plate
NP Northern Pacific
PRR Pennsylvania
Not all lines shown



After touring its home state for a month, the *Montana Centennial Train* went east. This view from a tugboat wheelhouse shows the cars on a carfloat on New York's East River near the Williamsburg Bridge after visiting the World's Fair on Long Island.

Howard Fly

Middle: Having brought a taste of Big Sky Country to the East and Midwest, the train is back in Montana, bound for Billings on May 4.

Robert Hoffman, Howard Fly coll.



ington observation car — the consist was to total 25 cars, the maximum the railroads said they could handle. While work on the exhibit cars continued in Helena, NP began gathering the rest of the train in Billings. There, as the cars became available, they were decorated with huge plywood paintings, 140 in all, depicting Montana historical and everyday scenes and created by noted Montana artists Lyman Rice and Bud Wert. Only the observation car would not be decorated.

Work continued through January and, late that month, the three exhibit cars, now unofficially designated "Car of History," "Contemporary Montana," and "Montana Today," were moved back to Billings to rejoin the other six former West Virginia cars. Displays included Montana artifacts from the Don Foote Collection, "Treasures of the West"; an estimated \$1 million in gold; buckets of Montana sapphires reported to total one ton; and countless paintings, sculptures, and other artwork by Frederic Remington and Charles Russell.

From Billings, the three exhibit cars, the generator car, and Pullman *Urbana* embarked on a month-long tour of Montana that began February 21 with a formal dedication in Helena, included 18 stops, and concluded at Laurel on March 21. Bolden, who accompanied the train, reported no incidents.

He and his staff had learned some lessons from the state tour, and they set about making changes to the exhibit cars before the New York trip began. At the same time, Pullmans were arriving at Laurel and crews continued to mount plywood paintings on their sides. By the end of March, the train was assembled and ready to go. On April 4, all 293 passengers (paying Pull-

man-car guests, Native Americans, musicians, entertainers, cowboys, car attendants, and hostlers) and about 70 horses assembled in Billings for a sendoff ceremony that included a dress rehearsal for the parades planned for the stops along the way. At 9:17 the following morning, the train departed Billings on the Burlington Route for the first stop, Omaha, Nebr., on April 6–7. The *Montana Centennial Train* was rolling!

BRINGING MOUNTAINS TO THE PEOPLE

Although Bill Bolden hadn't served as trainmaster for the West Virginia train, his new employers asked him to take on that role for the much longer Montana tour. He accepted the challenge and was on board from the beginning.

April 15 found the train at its sixth stop, back in Charleston, W.Va., the only one-day visit on the schedule, where it was set up at the NYC depot on the city's west side. After the usual parade through downtown, train dignitaries, joined by others who flew in for the occasion, were feted at a banquet hosted by West Virginia Gov. Barron at the State Capitol.

At the next stop, Washington, D.C., the train was parked at Union Station, where invited dignitaries toured it while the parade moved through the heart of the city. President Lyndon Johnson hosted Montana's Congressional delegation and the train's complement at a gala dinner at the Sheraton-Park Hotel; NBC news commentator Chet Huntley served as toastmaster, and his compatriot David Brinkley was master of ceremonies. Montana entertainers performed after the dinner and, when Kitty Quigley, Miss Big Sky Country, fired blanks from her pistol during her *Annie Get Your Gun* skit, Secret Service personnel quickly surrounded the president



and prepared to whisk him away.

Howard “Howie” Fly had been hired to tend the horses and other livestock on the train, and was also tasked with assembling the horse-drawn wagons before the parades and disassembling and stowing them afterwards. Fly, then a young man, reports that he and the other hostlers worked long hours, but considered the 30-day tour the high point of their lives.

The 10th stop, New York City, April 22–24 (the only three-day stop) was at the World’s Fair at Flushing Meadows on Long Island. The sheathing on the cars precluded their movement through the tight Penn Station tunnels, so the exhibit cars, horse cars, and generator car were barged across New York Harbor while the rest of the train remained in New Jersey. When the carfloat operator refused to allow anyone to travel with the train, Howie Fly and his friends stowed away in the horse cars so they could tend to their charges. After the barge left the dock, Howie and the other hostlers emerged and joined the tug crew in the wheelhouse. April 24 was Montana Day at the World’s Fair, and that evening, Fly and his cohorts packed up and prepared to begin the journey west.

EPILOGUE

The 16th and last stop was in Minneapolis, May 2–4. Afterward, the three exhibit cars, the generator car, and the Pullman remained behind at Northern Pacific’s shop as the rest of the train returned to Billings. Later that year, after refitting and repair by NP crews, the five cars returned to the New York World’s Fair Montana Exhibit, where they would remain through the Fair’s closing in fall 1965.

Pullman *Urbana* was returned to the Penn-

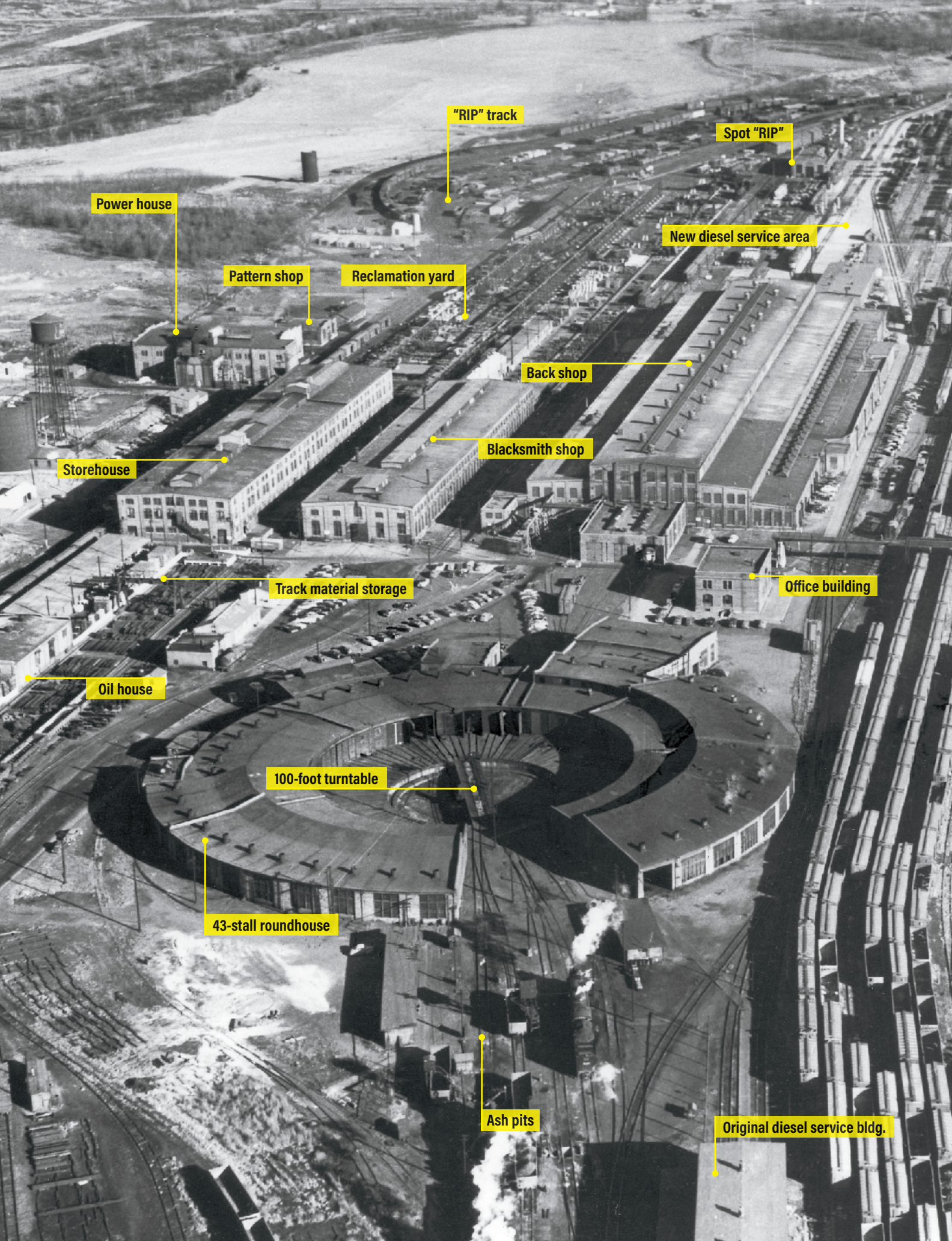
sylvania Railroad and, after the generator was removed, the New York Central baggage car was returned as well. The Montana Centennial Commission donated the seven cars it owned to Montana communities designated “Gateway Cities.” Six of them survive, including one each in Harden, Superior, West Yellowstone, and Wibaux. Another, originally the Chamber of Commerce office for Gallatin Gateway, Mont., became the Centennial Inn, along the Yellowstone River northwest of Livingston. The sixth survivor, although without trucks, rusts away in a field in eastern Montana. Pullman *Urbana*, after years of work-train service for PRR and successors, survives at the Central Pennsylvania Chapter, NRHS museum at the former Reading Company station at White Deer, Pa. The NYC baggage car apparently was scrapped.

These circumstances, while perhaps not entirely fitting dispositions for railroad cars with such rich histories, are remarkable in that seven of the nine survive a half century later. Of course, statewide or nationwide special trains have continued, examples being the 1975–76 *American Freedom Train*, CSX’s Santa Claus trains, Amtrak’s exhibit train, and the occasional political campaign whistle-stop run. However, none shares the unique nature of serving two states half a continent apart for comprehensive tours to mark similar celebrations in consecutive years. Given the state of railroading these days, it is likely we’ll not see such sharing again! ■

ALAN BYER is a West Virginia native now living in Towson, Md., with his wife Ginny. Alan is a retired technical writer with bylines in TRAINS, Wonderful West Virginia, Railway Age, and other magazines. This is his first article for CLASSIC TRAINS.

After the train’s last exhibit stop, in Minneapolis, five of the cars returned to the New York World’s Fair. Three are seen here, cut in behind the E8s of Erie Lackawanna train 6, the *Lake Cities*, stopped at Binghamton, N.Y.

J. J. Young Jr.



"RIP" track

Spot "RIP"

Power house

New diesel service area

Pattern shop

Reclamation yard

Back shop

Blacksmith shop

Storehouse

Office building

Track material storage

Oil house

100-foot turntable

43-stall roundhouse

Ash pits

Original diesel service bldg.

Rock Island's Silvis shops

Few railroad shop complexes can match the longevity of the Rock Island's in Silvis, Ill. Conceived at the start of the 20th century and completed by 1910, it answered the expanding railroad's need for a modern, high-capacity shop. Built north of the main line and east of East Moline in the "Quad Cities," it had access to a large skilled work force and supporting industries such as foundries.

Early-on, the shop was filled with 2-8-0s, including Camelbacks from the Choctaw, Oklahoma & Gulf. Within two decades it was handling 4-8-4s. The enormous storehouse claimed to catalog 100,000 items and supported 10 smaller storehouses throughout the system. West of the building was an outdoor storage area for maintenance-of-way material; a reclamation yard was to the east. This is where salvageable material was processed, including that from scrapped FT diesels "traded-in" to GE in the 1960s. Sales of scrap produced steady income. Silvis handled freight-car rebuild programs over the years, in facilities less suitable than the roofed areas at Armourdale in Kansas City, Kans., and Biddle in Little Rock, Ark.

Beyond the Illinois Route 2 bridge (top of photo) is the 50-track hump yard built in 1949, which could handle 4,000 cars a day. Rock Island lines from the west and southwest converged in Davenport, Iowa, across the Mississippi River, so Silvis Yard was key to handling freight into and out of Chicago. The vast area of the former yard is vacant now, of no use to regional railroad Iowa Interstate, which runs on the Chicago–Omaha main line.

This photo, which looks east, was taken in late 1952 on the cusp of dieselization. Steam-locomotive servicing was still being done here — a live road engine is on the roundhouse lead; another, perhaps a switcher, is in the yard; and wisps of steam emanate from the roundhouse. At this time, almost every freight or passenger diesel had a regular assignment and would be out on the road. Everyday freight-service steam ended in fall 1952, and the roundhouse was razed that winter, as was its 100,000-gallon water tower. As the 4-8-4s were withdrawn, they were shoved out west of the shop. The diesel fueling area and wash rack east of the shop, and the servicing ramp inside, were all in operation in early 1953. Of note is that Silvis was served by a "shop train" for employees from Davenport, Iowa, directly to the back shop into the late 1960s.

The complex served the railroad well and made a good acquisition for private firms after RI's shutdown in 1980. Chrome Crankshaft was the first, and today National Railway Equipment Co. owns the facility. — *Philip A. Weibler*

PHILIP A. WEIBLER, of West Chicago, Ill., is retired from a 43-year career on N&W, RI, C&NW, and UP. His photos have graced many publications since 1953. He thanks Paul Schuch, Steve Hile, and Ray Buhrmaster for help with this photo of Silvis, where Phil first was a trainee in 1963.

CLASSIC TRAINS collection

Route 2 overpass

Icing platform

Silvis depot

Pedestrian bridge

Ingles Color Classics

Louie & Katy, we hardly knew ye

Four Class I railroads I regret not pursuing

BY J. DAVID INGLES • Photos from the author's collection



What did you “just miss” in railroading? That is, what do you most wish to have seen, ridden, photographed, or otherwise experienced? We all have our lists. Some “misses” couldn’t be helped — the “born too late” syndrome.

Subjects would include railroads lost by merger or abandonment; the change from steam to diesel, or from early diesels to newer ones; cabooses; interlocking towers; pre-Amtrak passenger trains . . . and many others.

For this lament, I chose the first group — the now-vanished Class I carriers of this magazine’s “golden years of railroading.” I’m thinking specifically of mid-size roads, which today we’d call regionals.

Beginning in the 1960s, when I traveled I always tried to see railroads that were new to me. For instance, in 1967 when in Utah to photograph Southern Pacific Alco PAs in their last months [Fall 2001 CLASSIC TRAINS], I made sure to track down Western Pacific in Salt Lake City. During my year attending the University of Tennessee in Knoxville [Fall 2002 CT], weekend trips introduced me to the Clinchfield, Seaboard Air Line, and Atlantic Coast Line.

Riding trains was one way to see a new carrier, and I did so from Knoxville in 1966 to meet the late Wiley Bryan of Raleigh, N.C., with whom I’d traded slides by mail. I rode north, east, south, and west on the Southern; the “real” Norfolk & Western (vs. our post-1964 “Nickel Plate & Wabash” Midwest version); Seaboard; and Louisville & Nashville. Later, as a TRAINS staffer, I checked off other distant roads such as Florida East Coast in 1977; Alaska Railroad in 1978; and Bangor & Aroostook in the early ’80s.

Here are four roads I wish I’d gotten better acquainted with.

Minneapolis & St. Louis

Just one shot



The Minneapolis & St. Louis (“Em and Saint L,” a.k.a. “the Louie”), is the Midwestern small Class I that I was just too young to experience. Chicago & North Western absorbed it on November 1, 1960, four years after we’d moved from Chicagoland to Michigan. I actually did take one M&StL slide before C&NW took over, though, the view below, in August 1959 of RS1s laying over at Monmouth, Ill., west of Galesburg.

Dad and I were returning from a weekend auto trip to Kansas City to photograph Santa Fe steam engines in a dead line, and I can’t recall why Monmouth was on our route home, unless it was because we stopped at Galesburg to ogle some dead CB&Q engines. We’d done so

What I got

It may have been pure luck that put me in Monmouth, Ill., in August 1959, where my dad and I found these two red-and-white Alco RS1s tied up. The “Louie” had less than five months to live before being acquired by Chicago & North Western.

J. David Ingles



elsewhere, on Chesapeake & Ohio, Grand Trunk Western, the former Pere Marquette, and the Nickel Plate. I think Dad prowled dead lines with me as a way of saying “farewell” to the steam he’d seen throughout his life.

During my college years at Jacksonville in central Illinois [Fall 2017 CT], I made many day trips to Peoria, and I did see more (ex-) M&StL units regularly, most of them by then in C&NW yellow and green. Also, I began trading slides with the late M. L. “Monty” Powell of Peoria, who’d shot a lot of M&StL slides. The Louie was noted for buying the largest fleet of RS1s — 35 — and for having Alco paint them in nine different color schemes to fool the public into thinking M&StL owned more engines than it did. The two at Monmouth were in the red and white introduced in 1956, honoring the University of Nebraska, alma mater of M&StL’s new president, Albert W. Schroeder. In recent times, research has kept boosting the quantity of RS1s known to have been repainted red and white. The figure in a 1996 M&StL book was several fewer than the eight we know of today.

By the way, passenger service on M&StL in its final years wasn’t much — either motor cars and trailers or an RDC — and the last trains came off in 1958, so I had no chance to see the Louie through a coach window.

What I missed

I moved to central Illinois for college in 1962, just missing true M&StL action. The Louie dieselized its road freights with RS1s in multiple, as on train 19 at Maxwell, on Peoria’s outskirts, on June 11, 1956 (below), with units 210, 226, and 212. F units of four models — T through 7 — succeeded the multiple RS1s, as with train 19 entering the Peoria yard on June 8, 1956 (bottom), with F7s 410/405 plus SD7 300.

Two photos, M. L. “Monty” Powell





Missouri-Kansas-Texas

Forever overshadowed



I certainly could have sought out more of the Missouri-Kansas-Texas, I just did a half-baked job of it. I saw Katy in St. Louis and Kansas City, but action shots there were rare, as the daily St. Louis freight ran at night and other carriers in K.C. were much busier and more of an attraction. Katy lasted until 1988, so I had opportunities, but I didn't take them.

I never had a chance to ride a Katy passenger train, not seeing the road from on board until a trip on Amtrak's *Inter-American*, but I did photograph one, in Muskogee, Okla. (right). The date was January 2, 1963, and I was on a day trip with Gordon Mott from his hometown of Fort Smith, Ark., but our target *du jour* was the obscure "Muskogee Group" (Kansas, Oklahoma & Gulf; Midland Valley; and Oklahoma City-Ada-Atoka). Although we were focused on the Muskogee roads, we did have sense enough to check Katy's timetable, even though the weather was dark.

There is a parallel study here, literally: Kansas City Southern. Yes, KCS is still around, so it might still count. However, on that same Arkansas visit, I'd ridden from K.C. to Sallisaw, Okla., on its *Southern Belle*, and Mott, Lou Marre, Mike Condren, and I exposed a lot of film on KCS over that New Year's 1963 weekend. Conversely, the only other attention we paid Katy was the trek to its shop at Parsons (right), where we concentrated on the dead lines of Alco PAs and FAs. Then in 1971, when MKT changed from the proper (to me) red to a John Deere-like green and yellow on diesels, my interest waned.



What I got

A mixed foursome of GP40s and Fs rolls south at Fort Worth, Texas, May 2, 1972 (top), with FP7 81A in the new John Deere-like green spoiling the red look of units 212, 70A, and 170. I did shoot one Katy passenger train, at Muskogee, Okla. (above), but it wasn't much to look at — dirty E8 52C and F7 72C with four cars, a lone coach at the rear.

J. David Ingles



What I missed

Katy PA 152A, of a class I didn't see operate, looks fairly complete, but she's in the dead line at the Parsons, Kans., shop on January 3, 1963, never to run again.

J. David Ingles

Western Maryland

Lost treasure in the mountains

I knew the Western Maryland was “out there,” but I was too Midwest- and West-oriented to go see it before it went into Chessie System. Since our family vacationed mostly in Colorado when I was a teen, I concentrated on roads west of Chicago. It was early 1972 before I rode a train on the “Wild Mary,” a Baltimore–Hagerstown excursion behind a former Reading T-1 4-8-4 that went west on the Dutch Line via Gettysburg and returned via Union Bridge, Md.

I’d first seen WM diesels at the Pittsburgh & West Virginia’s Rook Yard in Pittsburgh in 1962 [Fall 2009 CT], a run-through set of F7s (right). In the early 1970s, when I was back in Detroit on visits, run-through WM F7s were common at N&W’s former Wabash terminal in suburban Melvindale, Mich. In 1972 I’d had to miss a golden opportunity to ride the WM from Connellsville, Pa., east on the old Alphabet Route when Southern ambassador 2-8-2 4501 was returning east from its Great Circus Train gig in Wisconsin to home rails in Virginia.

WM’s own modest passenger service out of Baltimore ended in the 1950s. But the road’s alluring Elkins–Durbin (W.Va.) mixed train still shone brightly from *Official Guide* pages during my high school years, until 1959 or so. It was not until 2003, though, that I finally got to Elkins, the heart of WM coal country, a place I wish I’d seen when it was dispatching sets of RS3s in multiple. Only blank land (to house a railroad museum) was where the roundhouse had been, across from the preserved Elkins depot. Rails in Blackwater Canyon, those teams of Alcos, the Durbin mixed — all were ancient history when I first rode today’s West Virginia Central tourist line out of Belington, through Elkins, and up to High Falls on the Cheat Mountain line.

Neighboring Virginian Railway had disappeared into N&W when I was in high school, so I had no chance at it, but I blew it with Wild Mary.





What I got

In addition to the home-road Fairbanks-Morse units, Pittsburgh & West Virginia's Rook Yard in Pittsburgh presented us with a run-through Western Maryland F7 quintet on March 26, 1962 (left). Eleven years later, on April 6, 1973, WM F7s would be regulars on Norfolk & Western's former Wabash route into Detroit, as at Oakwood Yard in company with Union Pacific SD40s (below), which are in from Kansas City on run-throughs.

J. David Ingles



What I missed

Elkins, W.Va., was home to legions of WM Alco RS3s, as this set (left) exemplifies at nearby Hendricks on September 8, 1962; note "hammerhead" 197 as second unit, with a steam generator under the short-end hood. The mixed to Durbin, pictured in 1952 (above) with a 2-8-0, was just an alluring *Official Guide* entry.

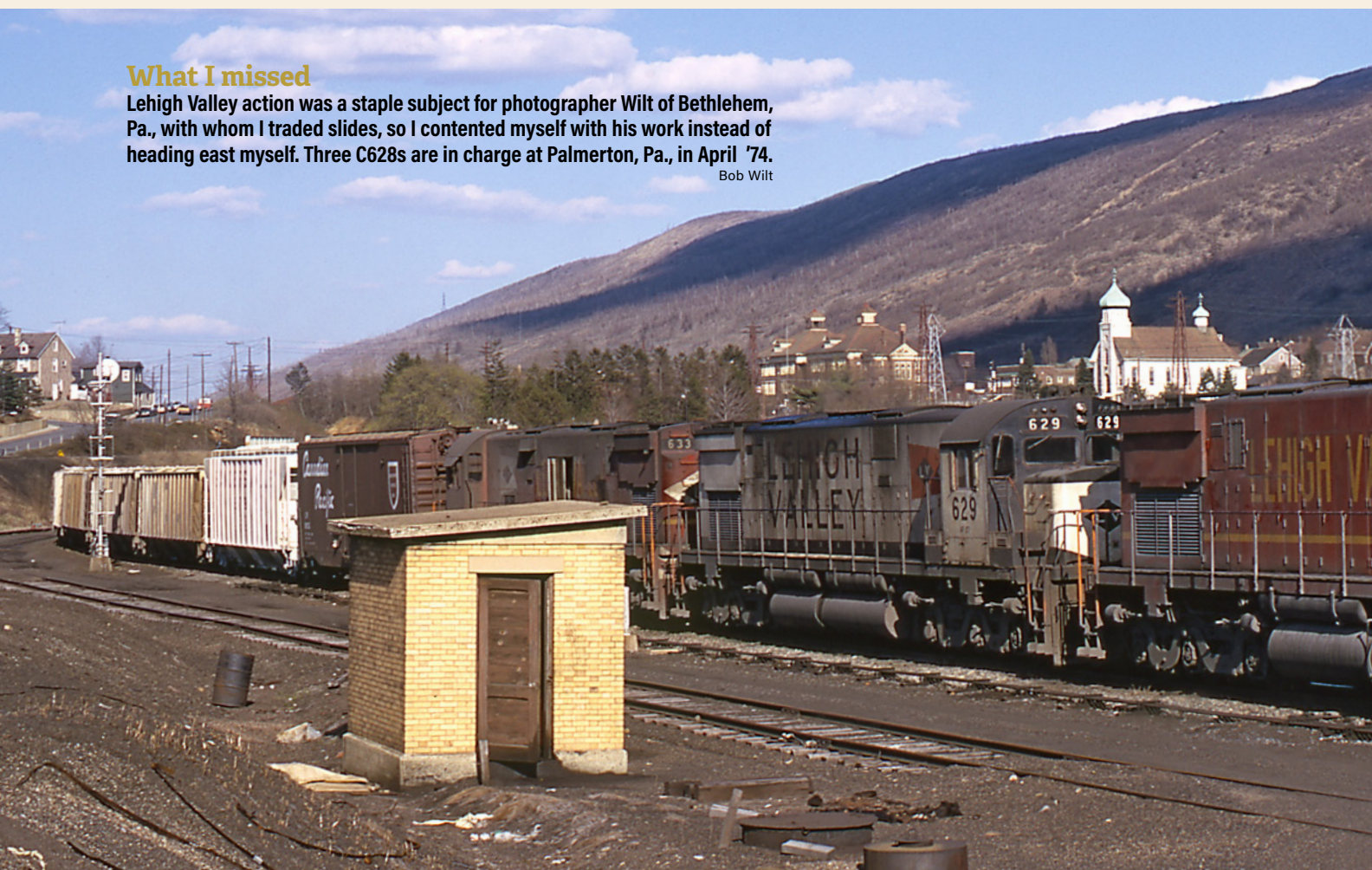
Alcos, Ken Douglas; mixed train, photographer unknown



What I missed

Lehigh Valley action was a staple subject for photographer Wilt of Bethlehem, Pa., with whom I traded slides, so I contented myself with his work instead of heading east myself. Three C628s are in charge at Palmerton, Pa., in April '74.

Bob Wilt



Lehigh Valley Mere glimpses



What I got

Manchester, N.Y., the first division point east of Buffalo, presented RS2 210 (left) and Baldwin S12 231, among other niceties, but yielded no trains on August 21, 1962.

J. David Ingles



As “full disclosure,” this look back at railroads I wish I’d seen more of was partially triggered by El Simon’s comprehensive “Passenger Trains of the Lehigh Valley: Diamonds in the Rough,” article in *Passenger Train Journal’s* first 2017 issue. Like all four roads here, “The Valley” had but a modest passenger service, although it was the biggest of these four. All but Katy were out of the business before I had a chance at riding, however.

Simon’s article struck that nerve, and I lament never having had the opportunity to see or ride the Valley’s varnish, which ceased in February 1961 when the New York–Toronto *Maple Leaf* quit. Moreover, LV’s passenger trains mostly had been pulled by Alco PAs. The *Maple Leaf’s* last run was a year and a half before my first taste of the Valley, in August ’62 when three of us Detroiters were on an auto trip to western New York searching out short lines and New York Central RS1s. Soon after we re-entered the States at Niagara Falls, we were greeted by two Cornell red FA1s arriving in Erie Lackawanna’s Suspension Bridge yard with a transfer. We’d visit the Valley’s Buffalo engine terminal, and its first division point east, Manchester, but ran out of time to go to Sayre, LV’s heart and shop site.

A decade later, I was aboard for TRAINS as a Bruce Sterzing/Delaware & Hudson-sponsored special from Portland, Maine, to Potomac Yard, Va., took the by-then joint reconfigured LV-Jersey Central main line from the Scranton area to Allentown Yard, but the Alco cab units up front were D&H’s blue-and-silver PAs [page 32], not anything in Cornell red. Instead of returning on my own for more photos, I settled for traded action slides of LV Alcos from friend Bob Wilt of Bethlehem, and others. I would not get to Sayre until 2009, on a trip centered around a charter train on the Finger Lakes Railway, which included a few miles on the old Lehigh Valley main through Manchester.

So there you have it, four modest-size regional pikes of a half century and more ago I wish I’d gotten to know better. I treasure all my memories of everyday steam (a precious few) and yesteryear’s icons of interlocking towers, cabooses, and small-town depots. Dad took pictures of everything, however, and I picked up the habit, but “bucket lists” don’t always get filled up. ■

Off-loading at Little Creek



At an isolated outpost of the vast Penn Central system, a Baldwin diesel unloads a Chesapeake Bay carfloat

BY WILLIAM E. WARDEN • Photos by the author



Here's a question: In 1970, what railroads operated in Norfolk, Virginia?

Well, there was the Norfolk & Western, of course. And the Norfolk Southern (the original one); the Norfolk, Franklin & Danville; Seaboard Coast Line (former Atlantic Coast Line); the Southern; and naturally the Norfolk & Portsmouth Belt Line. Throw in the Chesapeake & Ohio for good measure, as it provided a bus to take train passengers from downtown Norfolk to C&O's station in Newport News.

Fine, but you forgot the biggest railroad of them all — the Penn Central.

The Penn Central?

Yep. For PC freights wandered down the former Pennsylvania Railroad's 192-mile Delmarva Peninsula line with its sand dunes, vegetable farms, and saw grass from Wilmington, Del. (the "Del" of "Delmarva"), through the likes of Pocomoke, Md., and Nassawadox, Va., to that spit of land at the mouth of the Chesapeake Bay known as Cape Charles, Va.

From the Cape, freight cars bound for Norfolk and South Atlantic Coast points were transferred to carfloats — much as in the case of New York Harbor — and gritty tugs nudged them

Far corner of PC's empire



Baldwin DS-4-4-660 switcher 8354 has coupled to the first two cars and is ready to haul them off the carfloat *Captain Edward Richardson* onto solid ground. It's May 23, 1970 — more than two years into Penn Central — but the locomotive, barge, and tug are all ex-Pennsy.



Baldwin 8354, still lettered PRR, and Norfolk & Portsmouth Belt Line SW1200 108, one of its 14 from 1956, wait for the carfloat to arrive from Cape Charles. No. 108 will distribute the cars to other Norfolk roads.

across the Bay's 17-mile width to Norfolk's Little Creek, where the PC had a modest sized yard. The PC tracks, after wandering around Norfolk and effecting a couple of interchanges with the old Norfolk Southern, finally ended up across the Elizabeth River in Portsmouth. Today the Bay Coast Railroad operates the southern 64 miles of the Delmarva line, and Cape Charles and Little Creek are still linked by carfloat.

Little Creek is best known as the home base for the U.S. Navy's extensive Amphibious Fleet, and Penn Central tugs virtually rubbed hulls with LSTs and other naval craft.

Much of the naval base was off limits to civilian train-watchers, but the carfloat dock was not. At one time passenger ferries from Cape Charles had tied up at this inlet, making it hard to keep everything secret — in fact, as a lad back in the late 1930s I rode the upper deck of one of these Chesapeake Bay ferries.

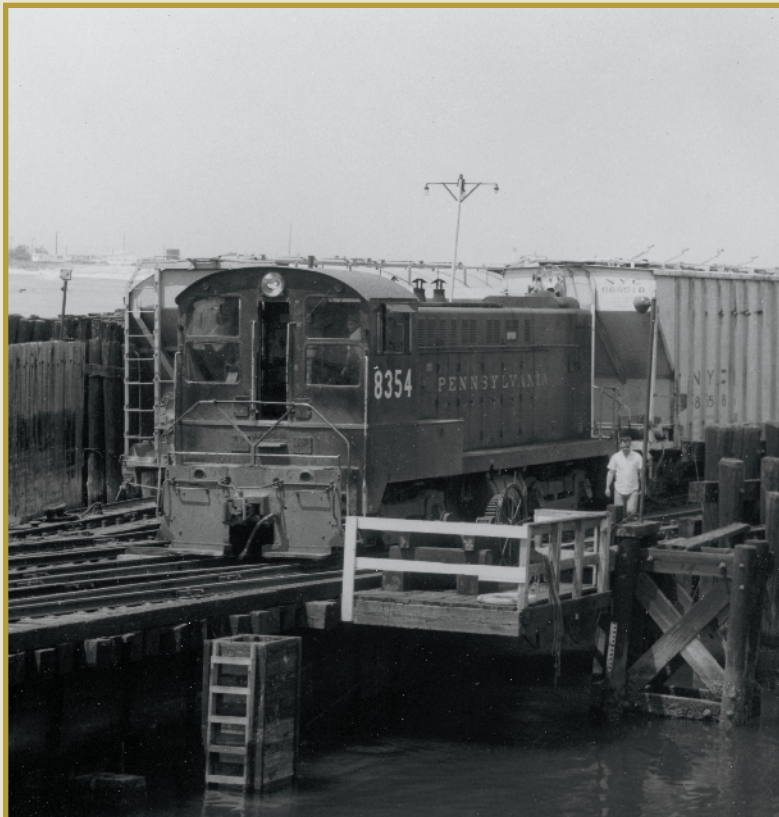
I had known of the carfloats long before ever seeing one. But it was only through the hospitality, grace, and knowledge of veteran rail author and photographer H. Reid that I had the good fortune of finally encountering firsthand the berthing of a freight train at Little Creek. The date was May 23, 1970, and there was a curious mixture of sights, sounds, and odors in the little yard — tracks that ended abruptly at the edge of a long wooden pier, the screech of gulls competing with the hammering of diesel engines, and the usual scents of grease and diesel fuel contrasting with those of creosoted piles, hemp lines, and the potpourri of saltwater harbor aromas.

For someone accustomed to coal drags and unit trains in the Blue Ridge Mountains and Shenandoah Valley, this unusual rail marine operation — a melding of steel rail and salt water, as it were — was of more than passing interest. ■

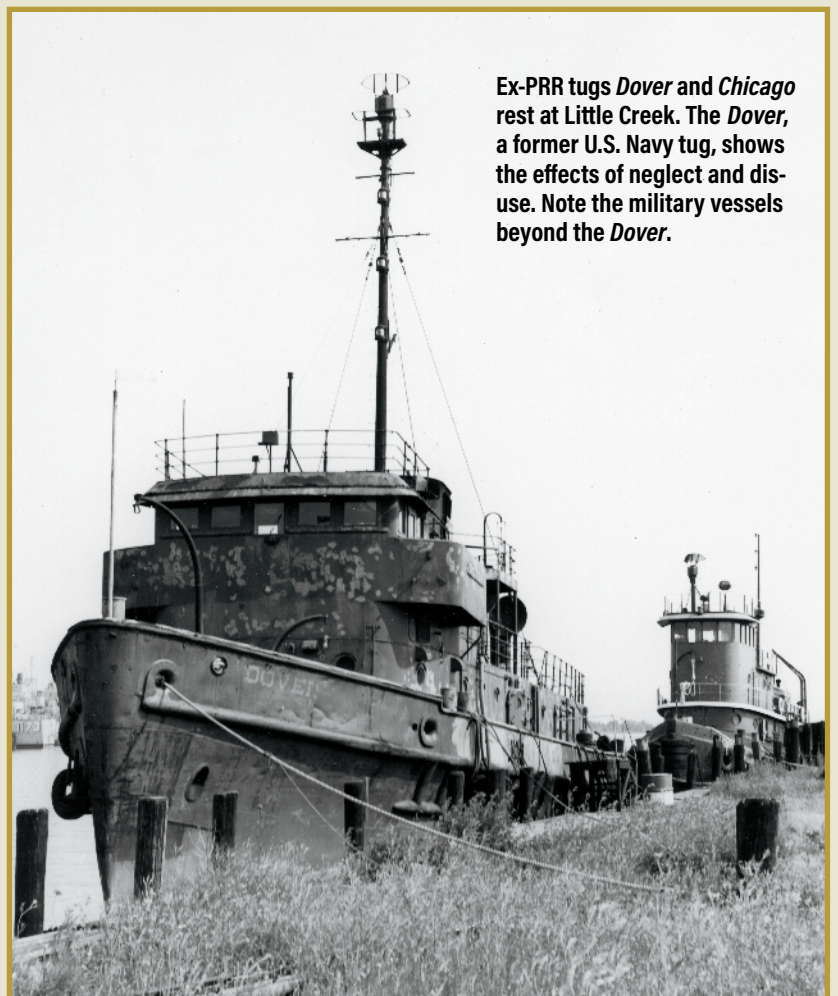
*WILLIAM E. WARDEN JR. (1928–1994) was a photographer and author from Waynesboro, Va. He wrote the books *Buffalo Creek & Gauley* and *West Virginia Logging Railroads* and contributed articles and photos to *TRAINS* beginning in the mid-1950s.*



Diesel tug *Philadelphia* eases the carfloat toward the Little Creek dock. The flatcars on the outer two tracks carry excess-dimension loads deemed too large to move via Baltimore and Washington.



The 8354 pulls more cars off the *Richardson*. Built in 1949 as 9234, one of PRR's 99 of the model, it became 7834 before the merger, then PC 8354 as new GP38s overtook the 7800s, but didn't make it to Conrail.



Ex-PRR tugs *Dover* and *Chicago* rest at Little Creek. The *Dover*, a former U.S. Navy tug, shows the effects of neglect and disuse. Note the military vessels beyond the *Dover*.

“Just write Daddy”

Help in preserving a bit of New York Central history comes right from the top

As my parents and I were driving into downtown Chicago during my college's spring break in 1969, we passed under La Salle Street Station's platform tracks. I looked at the two emblems remaining on the bridge above: Rock Island's multi-sided herald and New York Central's oval. (La Salle Street's third user, Nickel Plate, had merged with Norfolk & Western in 1964, and the last ex-NKP train came off the following year, so the NKP emblem had been removed.)

“What a shame,” I remarked, that the NYC signs on both sides would also be removed, since the company had merged with rival Pennsylvania the year before. “That sign would make a nice coffee table,” my father responded.

For a railfan, pursuing a piece of history is a noble endeavor. A few months later, during a spring alumni weekend at my former prep school, I ran into Jesse Saunders, a recent grad. He and I weren't what you could call “friends,” as he had been two years ahead of me, but in the small, cloistered environment of a private school, everybody knew everybody. He and I greeted each other, and then my fevered imagination shifted into high gear.

“I don't suppose your father could help me out with a project,” I began. “There's this sign in Chicago . . .” and I related the idea my father had implanted a few months before.

“Sure,” he replied. “Just write Daddy.” He gave me his father's address, and a while later I sent Stuart T. Saunders, chairman of the board of the Penn Central Transportation Co., a letter explain-

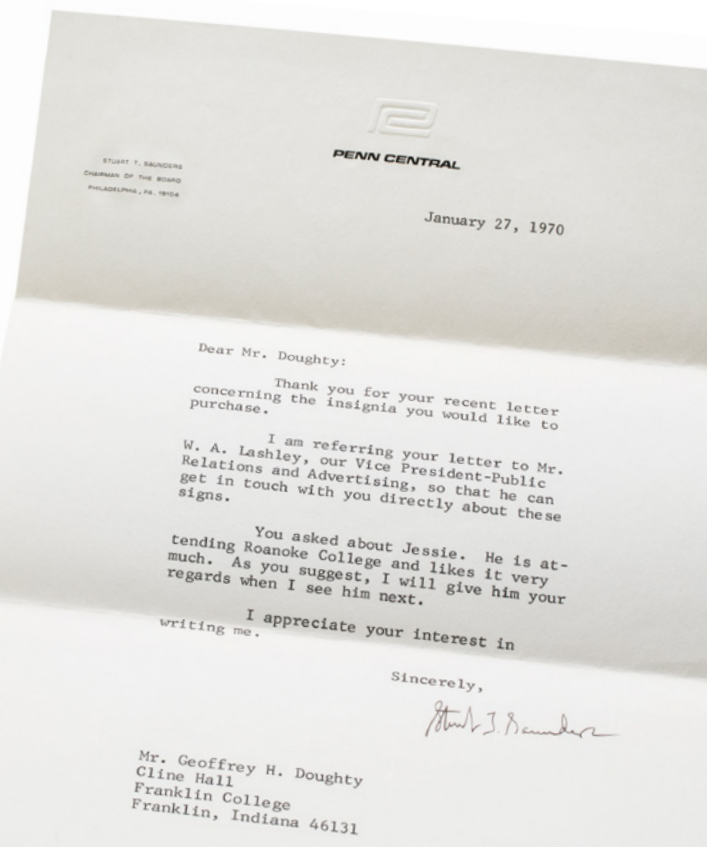
ing that Jesse had suggested I write, what I was after, and what I wanted to do with the sign, assuming it could be obtained. While I was at it, I requested a sleeping-car door plate that read PULLMAN with a car name under it, thinking that this might be the only chance I would have to get such an item.

A few weeks later, a heavy, fancy-grade embossed envelope, reading PENN CENTRAL OFFICE OF THE CHAIRMAN, arrived. The heavyweight bond of stationery was embossed with the railroad's “worms” logo. The gracious content was indeed from Mr. Saunders, who indicated he was forwarding my letter to a vice president who would make the arrangements I desired. I felt the thrill of victory. My parents were, well, amused and skeptical.

A week later, I received another letter, albeit on a lesser grade of stationery, from the vice president indicating he had received my request and that *he* in turn was forwarding my letter to another person down the chain of command who would take care of me.

Well, at least we're getting somewhere,

Obtained with help from PC's highest office, author Doughty's NYC sign makes a fine coffee table. A door plate from sleeper Birch River was part of the deal. Both, Geoffrey H. Doughty



A personal letter from Stuart Saunders contained no hint of PC's spectacular collapse five months later. Right, CLASSIC TRAINS coll.

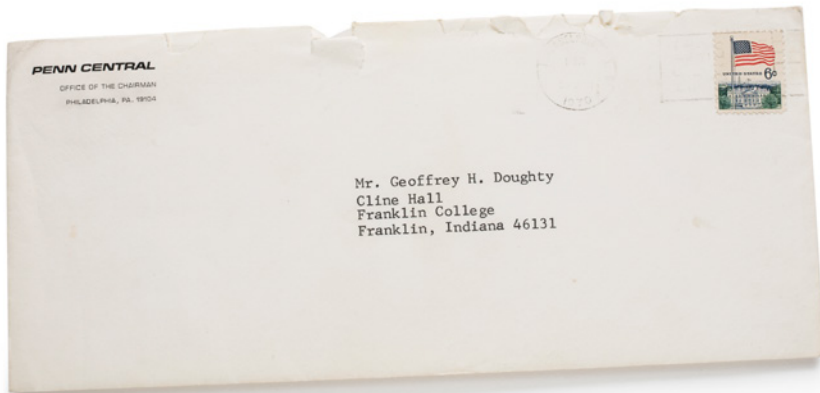


I thought, although I wasn't there yet.

Another week later, I received another envelope, a low-grade window type containing a memo-like note inside from a purchasing agent in Chicago indicating that in order to obtain the sign from La Salle Street Station that I wanted, \$350 would be required for “street protection” to remove the sign from above the roadway, plus labor, plus the cost of the sign. My heart sank . . . until I read the next paragraph.

“But,” the letter continued, there were two identical signs that recently had been removed from an overpass near Englewood Union Station that were available, and I could have one or both for \$25 each if I wanted to come to Chicago to pick it or them up. As for the door plate, I could have *that* for \$20. All I had to do was notify the agent and he would make the arrangements.

Some days later, when standing in line at the bank, I ran into one of my parents' friends and relayed the story of getting



the sign and asked if her family also wanted one. Her sons were railfans, so she gave me \$25 for the other sign.

When I got back home, I called the purchasing agent and told him I wanted both NYC signs as well as the door plate. He told me where the NYC signs were and when I could get them. As for the door plate, he would send it along in due course, which he did.

Some minor details

Though all the arrangements had been made, I still had to retrieve the signs. There were, however, a few details about this adventure I had not completely thought out. First, when I had initially glimpsed the NYC sign, my impression was that it was a flat piece of sheet metal. Actually it was cast iron, an inch thick, weighing 150 pounds. Just lifting it would require some extra muscle, plus a large vehicle to move it.

Second, what would I do with the sign once I got it home? Creating a coffee table was a great idea, but where to put it? Certainly my parents didn't envision my actually getting it, and further, they were not about to replace any existing furniture in the living room with a 150-pound cast-iron railroad sign.

Considering the progress I had made, these were minor details, and after all, the whole scheme *was* my father's idea! Undaunted, I forged ahead.

Weeks later, I enlisted my brother to drive downtown in our father's Ford Galaxie 500 to the former PRR coach yard south of Chicago Union Station. We located the yard office and, after handing over \$70, were led by a clerk to a storage building where the two signs stood up against the wall. It was then that their ac-

tual size hit me. I looked at my brother and he agreed: This would take some more muscle power.

With the help of the clerk, the three of us lifted the first sign, then the second; the car groaned in protest. The signs didn't actually "fit" in the trunk, but with some twine we closed the lid as much as we could before setting off. With every bump, the back of the car made a disturbing thumping noise.

Once home, we unloaded one sign with the help of a neighbor and put it in our basement. Then it was off across town to our friends' home, and somehow we managed to get the other sign into their basement.

As for mine, it remained in our basement until my parents moved from Illinois to Virginia two years later, whereupon we moved it to our friends' home, where it kept company with its mate.

I saw my opportunity in 1980 to finally repurchase the sign when our friends' son enrolled in the law school at the University of Maine. By then I owned a home, also in Maine, and when his brother was planning a visit one weekend, he drove out with my sign in the back seat of his car.

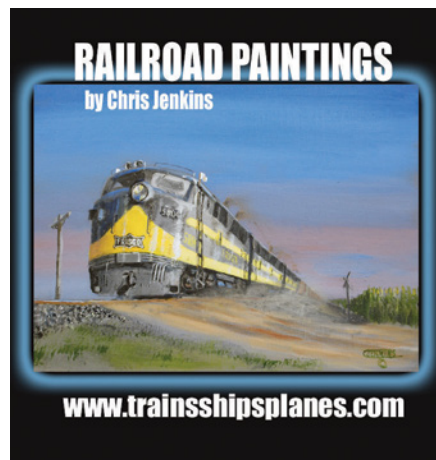
The three of us unloaded the sign, added 4x4-inch legs, and set it up as, yes, a coffee table, in my living

room. Mission accomplished . . . finally!

However, 10 years later when marriage came into view, I knew there would be "issues" regarding my unusual piece of furniture. With a porch added to my home, the sign that had once graced an unremarked overpass on Chicago's South Side, procured with help from the chairman of the nation's largest railroad, found a new setting as a centerpiece display.

— Geoffrey H. Doughty

I wrote to my friend's dad. A few weeks later, a heavy envelope arrived with OFFICE OF THE CHAIRMAN embossed in the corner.



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The Way It Was

Phoebe to the rescue

With the Pennsy all booked up, a railfan soldier found an alternative

The time was July 1966, and I had just finished my tour of duty with the U.S. Army in Korea. I had a two-week leave, which I hoped to spend with my family in New Jersey. In the U.S., though, most airlines were in the midst of a major labor strike. Northwest Orient, however, being a Government contract carrier, was still flying across the Pacific, so I was on a "Red Tail" from Seoul to Seattle, envisioning riding trains across the country to get home.

Once stateside, I managed to get a coach ticket down to Portland, Ore., and then east on what was a very crowded Union Pacific *Portland Rose*, with a change of trains in Cheyenne, Wyo., en route to Chicago.

This was a far cry from the roomettes I'd had on my way to San Francisco, bound for my assignment, on the Pennsylvania's *Broadway Limited* and the three-railroad *California Zephyr*. But I had little choice.

Arriving in Chicago Union Station via

the Milwaukee Road off the UP at Omaha, I learned that the PRR's trains east were all booked. Fortunately, I remembered Erie Lackawanna's *Phoebe Snow*, and I was able to get a roomette for the entire trip to Hoboken.

The trip was especially pleasant as the on-board service was excellent as well as exceptionally friendly. Next morning, I had overslept, but the dining-car staff was gracious enough to cook and serve me breakfast. The ride was great. I could finally relax and enjoy the view and a libation or two in the observation-lounge car as we crossed Pennsylvania and New Jersey on my way home.

The experience soon became an especially poignant memory. When I was on the train, I had no way of knowing that EL's *Phoebe Snow* would be gone in just five months. — Peter Komelski

The observation car of Erie Lackawanna's *Phoebe Snow* was a welcome sight for a weary soldier trying to get home. Jim McClellan



Summer job for life

Driving a station tractor realized a dream, and led to a 50-year rail career

In nearly 50 years of railroading, the best job I ever had was my first, as a day-shift baggage man on the Great Northern Railway.

It was June 1966, in St. Cloud, Minn., and this was supposed to be “just a summer job,” something to fill the time and earn some money before heading off to St. Olaf College in the fall. But my path was preordained years before.

In the mid-1950s, when my grandmother visited from Hallock, Minn., she would return home on GN’s overnight *Winnipeg Limited* — the “Flyer” in local parlance. For a young boy, it was great adventure to go to the station to watch trains and to stay up until 11 p.m. to see her off. Once, as a GN man drove the small International Harvester tractor out of the depot, pulling one or two carts of baggage and express to trainside, I told my parents that when I grew up, I wanted to drive that tractor. I’m certain they told me something like, “Oh, we’re pretty sure you could do better than that.”

That summer job nearly didn’t happen. I quit a manufacturing job and applied for a position as a GN vacation relief clerk (which included the baggage-hauling), only to learn that a friend of mine had been hired. Three days later, though, the local agent called to tell me that my friend had failed his physical, and by the way, could I report for that work the next day? I was going to drive the tractor!

I loved working around passenger trains and handling the baggage — even when I nudged the tractor into a moving train as I tried to judge where the baggage car would stop. Or when the bottom fell out of a crate of live chicks as I was lifting it into the baggage car. Or when I nearly ruptured myself loading boxes full of bagged grain samples bound for the bidders at the Minneapolis Grain Exchange. Or when the grouchy on-train baggageman didn’t offer to help lift those sample boxes. Or when the less-than-fully-clothed woman lifted the shade on her roomette window right next to me.

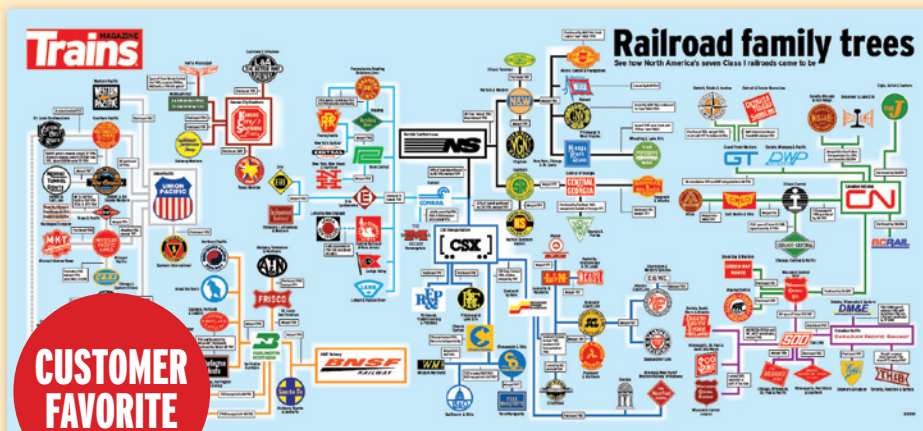
And I was getting rich! I earned \$21.49 for an eight-hour day, a lordly \$107.45 per week when my friends with “normal” full-time summer jobs were making \$40 to \$60 a week. I was by far the youngest clerk on the St. Cloud roster, which staffed the depot, the yard office, the freight office, and the roundhouse, and nearly all my co-workers were supporting families on wages like mine.

It was supposed to be “just a summer job,” but now it’s five decades later and I’m retiring from my business-development role in the passenger and transit market sector for the Pueblo-based Transportation Technology Center, Inc., a subsidiary of the Association of American Railroads. There have been stops in between at Class I railroads (GN/BN, Rock Island, Soo/CP, and CN), short lines, and consulting in the U.S. as well as overseas, but my first job was the best.

And by the way, the tractor I drove at St. Cloud in 1966 was the very same one I had admired in 1956. Not only that, it finished its days not long after 1976 in Dickinson, N.Dak., at the former Northern Pacific station serving Amtrak’s *North Coast Hiawatha*, which was discontinued in 1979. — Mark R. Nordling ■

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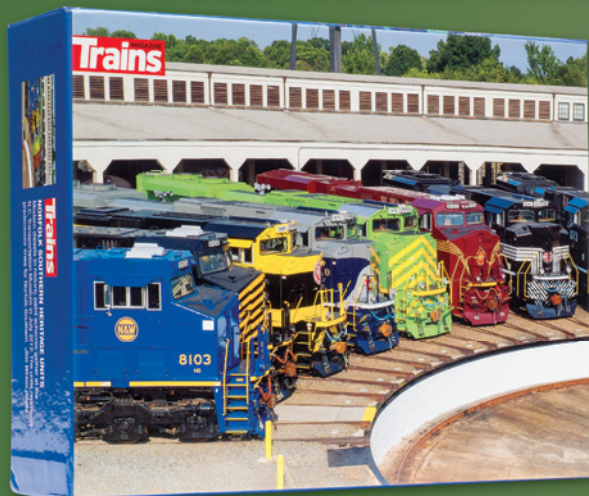
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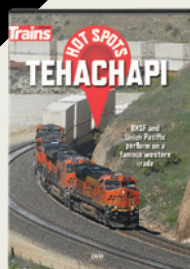
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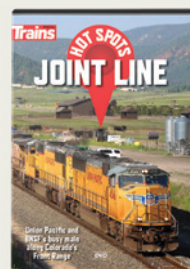
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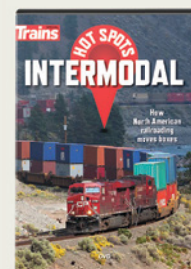
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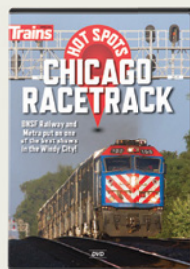
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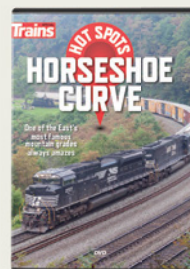
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P31365



What plays in Peoria? Birneys!

The streetcar era in Peoria, the city on the Illinois River 160 miles southwest of Chicago that show-business folk used to think of as provincial “Anytown, USA,” began in 1870 with horse cars. As in other cities, the horse lines were electrified in the 1890s, the multiple operators were merged in to a single entity (Peoria Railway Co.), and buses began to replace trolleys (in 1927). Illinois Power & Light bought the property in 1923, when system mileage was about 36.5. When IP&L’s successor sold out to the Peoria Transportation Co. in September 1946,

19.5 miles remained and about 70 cars were on the roster. The new owner implemented a plan already in the works to go all-bus, and the last full day of streetcar service was October 2, 1946.

These photos are from 1940, when Peoria’s population had leveled off at 105,000 after a century of growth. Above, Birney car 433 (built by American Car Co. in 1923 as part of a 50-car order) is downtown, loading passengers at Main Street and Jefferson Avenue. At right, a mile and a half to the north, sister car 452 rolls northbound on Sheridan Road at McClure Avenue.

Two photos, R. V. Mehlenbeck, Krambles-Peterson Archive



The repatriated PAs

What's happening with the famous Alco cab units in Oregon and Texas? **BY DAVID LUSTIG**

If ever there has been an eternal question among Alco fans, it is, “When will the two PAs brought back from Mexico ever run again?”

Good question. Whether you will be satisfied by the answer depends if you see a glass half full or half empty.

The one closer to being fully restored and running again is Doyle McCormack's, being worked on at the Oregon Rail Heritage Foundation in Portland.

“Most of the big work is done, but there are a thousand little jobs that have to be finished,” says McCormack, who estimates his unit is about 75 percent finished. Built as Santa Fe 62L, it became D&H 18 [page 32] and now is fully painted as Nickel Plate 190. Why? “That’s where I grew up and rode them,” McCormack says of the 11 units known on the NKP as “Bluebirds.” Doyle began his rail career on Norfolk & Western’s ex-NKP line between Conneaut and Bellevue, Ohio.

Among items still to be done are internal cosmetics in the cab such as windshield wipers, seats, electrical systems, and other odds and ends. The engine has been fired up and works just fine.

When “NKP 190” is finished, Doyle is unsure what the PA’s future will hold beyond being displayed at the Oregon Rail Heritage Foundation and possibly hauling excursions in the Portland area.

“In my fantasy world, I’d like to take it back for a run on the former Nickel Plate in Ohio. Now *that* would be fun!”

MEANWHILE, IN TEXAS

The other PA, built as Santa Fe 59L and later numbered D&H 16, resides about 25 miles north of Dallas at the Museum of the American Railroad. Founded in 1963 as the Age of Steam exhibit at the State Fair of Texas in Dallas, it was forced to move its collection a few years ago and found a home in Frisco, a large suburb that is, yes, on BNSF’s ex-Frisco line from Tulsa, Okla., to what locals call the Dallas/Fort Worth “Metroplex.”

The non-profit museum is no stranger to obtaining and preserving rail equipment, being home to a Frisco 4-8-2, UP 4-8-8-4 Big Boy 4018, and an assortment of diesels ranging from a UP DDA40X to



“NKP 190” gleams at the Oregon Rail Heritage Foundation. The Museum of the American Railroad’s PA will be restored as ATSF 59.

Above, Brian Schmidt; right, Mus. of the American Railroad

a Santa Fe FP45 and a former Canadian National F9 (now in Santa Fe colors), plus numerous freight and passenger cars.

The Museum’s PA is being worked on outdoors, which members say is fine. The scope of work is being divided into two phases: carbody restoration first, then returning the unit to becoming an operating Santa Fe No. 59.

“Current carbody work includes repairing the cab and nose section, and replacing exterior compound steel panels on the cab roof and nose,” says Robert Willis, project director. The pilot and anti-climber are also on the repair list, as is fabrication of a new nose door. Like McCormack’s PA, 59L came back to the U.S. from Mexico in 2000 as basically a beat-up shell with nothing inside. Worse, it had overturned and been left on its side in a 1981 derailment in Mexico, meaning Museum workers had to remove a lot of compacted dirt and debris from it.

Next, thanks in part to acquiring PA documents from Alco Engineering Archives, came rebuilding the carbody trusswork to put it back in square and bringing the PA back to original specs. When that’s done, fabrication of a new



roof and exterior side sheeting will begin.

Repainting it in the “Warbonnet” livery will come last. Once it is cosmetically restored, returning it to operation will follow. Thanks to most electricals having come from GE, many parts are being found throughout the country. The biggest hurdle is locating a donor Alco locomotive for other missing components including a 12-251 prime mover, alternator, turbocharger, air compressor, fan drive, traction motor blowers, and truck parts. Willis says that McCormack, who’s been down that road, has been a great help.

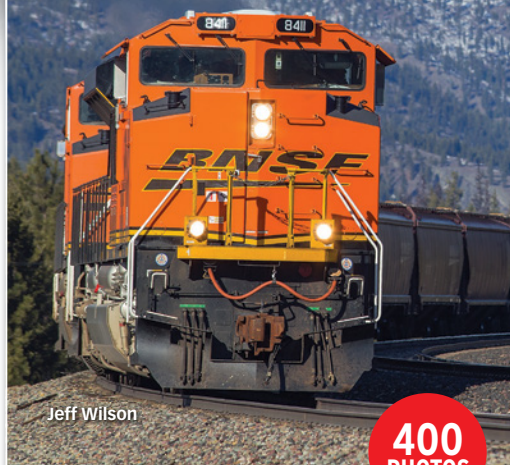
The hope, Willis says, is to cosmetically complete everything forward of the electrical cabinet in the back of the cab, inside and out, by the unit’s 70th birthday sometime in summer 2018. “That,” he says, “will be something to see.” ■

DAVID LUSTIG is a frequent contributor to CLASSIC TRAINS and TRAINS.

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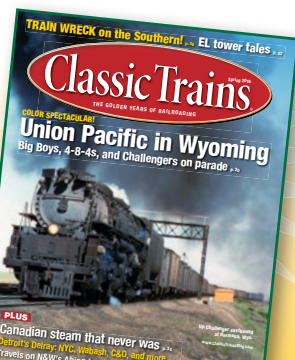
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History in Baltimore

Not many big-city terminals, whether still in rail use or not, survive mostly intact after 160 years — maybe just one.

The central portion of Baltimore & Ohio's Camden Station in Baltimore opened in 1856, followed by two wings in 1865. The building served trains from B&O's original main line west and its newer one south to Washington, D.C.; it also housed the road's general offices. In 1861, Union troops transferring between stations barricaded themselves in Camden when a mob of Confederate sympathizers threatened them. As part of its 1880s extension to Philadelphia, B&O built a belt line in Baltimore that included Howard Street Tunnel, the south end of which was

near Camden. At the north portal, B&O built Mount Royal Station; Royal Blue Line trains stopped at both stations, and Camden remained the terminal for trains that didn't go north of Baltimore. Interurban Baltimore & Annapolis and predecessors were tenants at Camden until 1950. When Mount Royal closed in 1958, Camden was again B&O's main Baltimore station. After Amtrak, only commuter trains remained. The 1990s renaissance of the area sparked by construction of Oriole Park at Camden Yards included a new, albeit spartan MARC station a block south of the Camden headhouse, which was completely restored, including rebuilding of the original 185-foot central tower. ■

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